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United States
Department of
Agriculture
Forest Service
Pacific Southwest
Region
Lake Tahoe Basin
Management Unit



U.S. Department
of Transportation
Federal Transit
Administration

64-Acre Tract Intermodal Transit Center

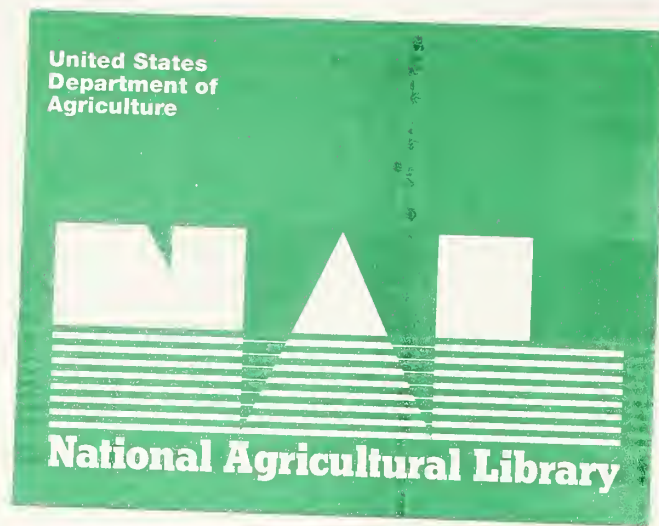
FINAL Environmental Impact Report
FINAL Environmental Impact Statement
FINAL Environmental Impact Statement

Placer County
U.S. Forest Service, Lake Tahoe Basin Management Unit
Tahoe Regional Planning Agency
In cooperation with the Federal Transit Administration

August 2000



PREPARED BY
BALLOFFET
& ASSOCIATES, INC.



NOTE TO REVIEWERS

The Code of Federal Regulations Title 40 - Section 1506.10 (b) (2) establishes requirements for the timing of agency action on an Environmental Impact Statement.

The 30-day review period for this document will run concurrently with the 45-day appeal period of U.S. Forest Service.



Placer County
U.S. Forest Service, Lake Tahoe Basin Management Unit
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64-Acre Tract Intermodal Transit Center

FINAL ENVIRONMENTAL IMPACT REPORT FINAL ENVIRONMENTAL IMPACT STATEMENT FINAL ENVIRONMENTAL IMPACT STATEMENT

Placer County, California
August 2000

LEAD AGENCIES

California Environmental Quality Act Compliance:

(California State Clearinghouse Number 1999082015)

Placer County

Responsible Officials: Placer County Planning Commission

National Environmental Policy Act Lead:

United States Department of Agriculture Forest Service

Responsible Official: Forest Supervisor, Lake Tahoe Basin Management Unit

National Environmental Policy Act Cooperating Agency:

United States Department of Transportation Federal Transit Administration

Responsible Official: Regional Administrator, Region IX

Tahoe Regional Planning Agency Compliance:

Tahoe Regional Planning Agency

Responsible Officials: TRPA Governing Board

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CHAPTER 1

Introduction



Chapter 1. *Introduction*

PURPOSE OF THE FINAL EIR/EIS/EIS

This Final Environmental Impact Report/Environmental Impact Statement/Environmental Impact Statement (EIR/EIS/EIS) addresses the potential significant environmental impacts associated with developing and operating the proposed 64-Acre Tract Intermodal Transit Center in Tahoe City, which is located in Placer County, California. The Lead Agencies for this Final EIR/EIS/EIS are Placer County; the U.S. Department of Agriculture, Forest Service (Forest Service); and the Tahoe Regional Planning Agency (TRPA). The U.S. Department of Transportation, Federal Transit Administration (FTA) is also a Cooperating Agency in the preparation of the Final EIR/EIS/EIS. This document has been prepared to comply with the requirements of the California Environmental Quality Act (CEQA), the National Environmental Policy Act (NEPA); and the rules, regulations, and policies of the TRPA.

The Final EIR/EIS/EIS primarily responds to comments on the Draft EIR/EIS/EIS. The Draft EIR/EIS/EIS was released for public review on May 18, 2000 and comments were received through July 21, 2000. During this period there was a presentation to the TRPA Advisory Planning Commission (APC) on June 14, 2000 and a public hearing was held with the TRPA Governing Board on June 28, 2000.

PROJECT DESCRIPTION

The Proposed Project is an Intermodal Transit Center and related parking facilities to be located on the 64-Acre Tract that is located to the south of the intersection of State Route (SR) 89 with SR 28 at a location known as the Tahoe City "Wye." The site is located on National Forest land and would be developed in an area west of State Route (SR) 89.

Associated with the Proposed Project would be roadway system improvements and recreation trail alterations necessary to accommodate the new development. The initial development of the Proposed Project would include the Intermodal Transit Center and a paved parking lot with 130 spaces for transit and other uses. For the purposes of this EIR/EIS/EIS, it is assumed that these components would be operational by the Year 2001. By the year 2006, it is assumed that 80 additional parking spaces, primarily to support the Lake of the Sky (LOTS) Interpretive Center would be developed by the Forest Service on the portion of the site that is east of SR 89.

The Proposed Project would include the following features:

- A relocated intersection on SR 89 would serve all the facilities on the 64-Acre Tract. This intersection would be an expansion of the existing "T" intersection at the River Access Road and it would be repositioned approximately 200 feet to the north to provide access as the new Site Access Road. This would require realignment of the existing east end of the River Access Road. The area where the roadway is removed would be restored using native vegetation.
- The relocated intersection would be a standard two-lane roadway with left-turn pockets for northbound and southbound traffic on SR 89. A right turn pocket would be provided for vehicles exiting the site.
- The Intermodal Transit Center and all proposed new parking would be located to the north of the existing River Access Road. The parking lot that would provide 130 spaces for transit patrons and other uses would be located directly adjacent to the transit facility and close to the Wye. The parking lot for the LOTS that would contain 80 spaces would be located based on the final design of the LOTS.
- Vehicle access to the proposed project would occur from the new intersection using the Site Access Road. Transit vehicles would exit this road first, turning right into the Intermodal Transit Center. Transit and parking lot users would exit at the second right turn, passing a parking management kiosk. When the LOTS is developed, its visitors would also use this point to gain access to parking. This would consolidate access to the new parking to allow for parking management during the peak season. Vehicles destined to the existing parking at the west end of the site to allow their occupants access to the paved bicycle and pedestrian trail and the river would continue on the road. The 16 paved parking spaces on the east side of SR 89 would be removed as part of the LOTS project and the area would be restored.
- Pedestrians crossing from the Intermodal Transit Center to the east side of SR 89 would do so at-grade to the south of the new intersection.
- A drop-off area in the parking lot near the Intermodal Transit Center would accommodate universal access and drop offs and pick ups. This area would also serve as a drop-off/pick-up point for private shuttle vehicles and taxicabs. In the future it is possible that a drop off and pick up area could be located along SR 89 if an encroachment permit is approved by Caltrans.
- The Intermodal Transit Center would include parking for six buses at one time. Seating/waiting space for a maximum of 100 persons would be provided. An enclosed structure would be constructed for transit patrons. It would include heated waiting space with bench seating for 40 people and changeable interpretive/tourist displays. This structure would also have public restrooms accessible during all hours of transit

operation. An office to provide ticket sales, information, and other transit functions would provide for a maximum of three people. The structure would also include storage and mechanical and equipment rooms.

- Outside the new structure, a linear covered walkway would provide shelter for exterior benches close to the bus parking bays. Other benches sited for sun exposure would also line the access walkways. These walkways would create interior planting islands for both native species and lawn/flower areas.
- The Intermodal Transit Center would include bike racks at the perimeter to encourage intermodal use. It would also include ski/snowboard racks. Both are intended for short-term storage.
- A new portion of the recreation trail system would be constructed along the northern boundary of the site to preserve the current trail loop system and avoid trail/transit user conflicts.
- The Proposed Project would be undertaken incorporating a number of development requirements that have been specified to protect the environment and to minimize any potential conflicts of the construction or operation of the new facilities. Prior to the development of the Proposed Project all necessary permits would be obtained. In addition, the final design of the site improvements would be presented for review and approval by Placer County, the Forest Service, and TRPA.

DOCUMENT ORGANIZATION

This Final EIR/EIS/EIS is organized as follows.

Chapter 2 – Comments Received: This Chapter provides copies of the comment letter received as well as the minutes of the public hearings that were held with the TRPA APC and the Governing Board. The letters and two meeting comments are organized according to a number assigned to the particular letter or meeting.

Chapter 3 – Comment Responses: This Chapter provides responses to the written comments received on the Draft EIR/EIS/EIS. In addition, this Chapter responds to the verbal comments made at public hearings before the TRPA APC and Governing Board. The comments and the responses are summarized and grouped according to common themes. The Table of Comment Responses provides the categories and the page number the comments and responses can be found.

Chapter 4 – Text changes to the Draft EIR/EIS/EIS: This Chapter identifies the text changes to the Draft EIR/EIS/EIS as a result of the public hearings, the comment responses, and inputs from the lead agencies.

Appendix A: This appendix includes a focused write-up regarding the size of the Intermodal Transit Center, the 1994 *Sixty-Four Acres Multi-modal Transportation Center Study* (less the graphics), and the *64-Acre Tract Intermodal Transit Center Traffic, Transit, Parking and Circulation Analysis* prepared pursuant to the Forest Service settlement letter.

Appendix B: This appendix includes the letter from the Federal Transit Administration to Maribeth Gustafson indicating that FTA finds that section 4(f) does not apply to the 64-Acre Tract Intermodal Transit Center as currently planned.

Appendix C: This appendix includes the BMPs and water quality improvements associated with the Lake of the Sky Interpretive Center. These were taken from the Final EIS for that project.

Appendix D: This appendix includes the Truckee River Hydrologic Unit Project Guidelines for Erosion Control.

CHAPTER 2

Comments Received



Comments On The 64-Acre Tract Intermodal Transit Center Draft EIR/EIS/EIS

-List of Commenters-

1. Deanna Hicks - June 1
2. Antonio Rossman - June 5
3. Antonio Rossman - July 14
4. William H. Abbot - June 26
5. William M. Byrd - June 28
6. S. Thomas Cleveland - July 6
7. Kenneth B. Prouty - July 12
8. Dr. Thomas and Janice Boyce - July 8
9. US Department. of the Interior - July 14
10. Richard A. Nishkian - July 14
11. Paul P. Moore - July 11
12. Tim Curtis - July 14
13. Judge William P. Hogoboom - July 14
14. Edgar A. Storli - July 13
15. George Hjelte - July 10
16. Linda Curtis - July 10
17. US Environmental Protection Agency - July 11
18. Partick N. McCarty - July 10
19. Dan F. Dutton - July 17
20. William H. Abbott - July 17
21. Gary and Donna Sherrard - July 20
22. James C. Plehn - July 20
23. Sarah Trebilcock - July 20
24. Tahoe Regional Planning Agency Governing Board (public and Board comments) - June 28
25. Tahoe Regional Planning Agency Advisory Planning Commission (public and Commission comments) - June 14
26. James P. Conn - July 12
27. Harold Brownstein - July 15
28. Robert A. Hatch - June 28
29. Richard Wallrich - June 29
30. Steve Keieger - June 29
31. California Department of Transportation - July 24
32. Lois M. Owens - July 17
33. California Air Resources Board - July 21
34. Truckee North Tahoe Transportation Management Association - July 21
35. Dorothy Finger - July 20
36. John S. Rising Jr. - July 19
37. Antonio Rossman - July 21
38. Frank Battat - July 15
39. William R. Loveless - July 19
40. Elizabeth H. Sampson - July 14
41. John C. Twomey - July 15
42. Jay L. Berkett - July 12
43. Placer County Department of Public Works - July 21
44. Richard Sauer - July 12
45. William M. Byrd - June 28
46. Elliott and Arlene Pearl - July 19
47. David and Erla Goller - July 18
48. George Webb - July 14
49. Eric and Barbara Johnson - July 21
50. Richard Wallrich - July 20
51. Gus Constantis - July 19
52. Janet and John Hunter - July 19
53. John Jang - July 20
54. California Regional Water Quality Control Board, Lahontan Region - July 21
55. Ronald and Linda Borrelli - July 12
56. R.W. and Edna O'Donnell - July 24
57. Eva M. Rosenauer - July 19
58. Howard J. White - July 20
59. Brookes Byrd - July 19
60. Valerie Pistole - July 21
61. Donovan S. Thayer - July 20
62. Placer County Department of Public Works - July 20
63. Barbara Zubrick - July 20
64. Alice Falconer - July 21
65. The League to Save Lake Tahoe - July 18
66. Eric and Barbara Johnson - July 21
67. Steve and Debbie Umphreys - July 21
68. Steve and Shawn Stern - July 19
69. Graham B. Davis - July 20
70. Michael and Corrinne Trilice - July 20
71. George Henrich - July 21
72. Paul and Sue Stephens - July 23
73. Tahoe City Public Utility District - July 21

①

Deanna Hicks
46 Middle Canyon Road
Carmel Valley, CA
93924
(831-659-2193)

June 1, 2000

Mr. Colin West
870 Emerald Bay Road
South Lake Tahoe, CA
96150
May 30, 2000

Dear Mr. West:

This letter is in response to the DRAFT we recently received, concerning the "Sixty-four Acre Tract Intermodal Transit Center". We have very serious concerns about the impact of this scheme on the environment of our area, and we are dismayed that the only agencies that will be reviewing the DRAFT are those who wrote the plans for the transit center. We hope that you will be able to assure us that the foxes are not guarding the hen house, and that those who will be reviewing your plans do not have any vested interest in this project.

The sixty-four acre tract is, as it stands, an ecological treasure. The opportunities that it currently offers for recreational use are unique to the North Tahoe Basin, and it is well used without being over used. Our family is one of many who have spent hours exploring this special piece of property. It is wonderful to 'go into the forest', and within moments, be in a natural and serene location. This sixty-four acre tract is the only place, to my knowledge, that allows convenient access for all who wish to enjoy that experience, including the elderly and others who may not be fit enough to climb into the high country.

After having gone over the Draft, we have the impression that yours and the other agencies that control the site want to destroy this area for no other reason than to turn it into a parking lot. It will not be a surprise to you that we doubt the validity of some of your impact statements. We do feel that the tour buses will use the parking lot on a very regular basis, and that they will look upon the transit center as an invitation to make Tahoe City a venue for tours now that there will be a place to store the buses. We do feel that the buses will have serious ecological implications for the Truckee River as it exits from Lake Tahoe, as well as the sensitive shore line east of HW 89, and we have real safety concerns about the buses coming and going across 'Fanny Bridge', as that is already a very tight funnel.

We know for a fact that the merchants in Tahoe City have been very anxious to have more parking around their places of business. They have no illusions that their customers will be using the sixty-four acre parking lot, but they are looking forward to having a place for their employees to park that is away from the down town area. The transit center will serve the employees very nicely, as they are the only ones who will be compelled to park away from the businesses. The rest of us will continue to use our own cars to do our shopping. People have not been using the free shuttle system that we currently have in place, and they will not use public transportation in the future, either. You will be paving over a very special part of our communal heritage in order to serve the merchants of Tahoe City.

Our family encourages the agencies involved to initiate the 'no action' alternative. We beg you to give this sensitive land area more time to evolve in its current state.

Thank you for your consideration of our concerns. We fear that they will not be taken very seriously by you and your cohorts in the other agencies, but we do want our concerns to be documented.

Sincerely:


Dr. and Mrs. James F. Hicks

Cc: agencies and individuals who may have an interest in the sixty-four acre tract.

2

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Attorneys at Law

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5 June 2000

via facsimile and mail

Marybeth Gustaffson, Forest Supervisor
Lake Tahoe Basin Management Unit
870 Emerald Bay Road, Suite 1
South Lake Tahoe, CA 96150

Rex Bloomfield, Supervisor
County of Placer
11444 B Avenue
Auburn, CA 95603

Re: 64-Acre Tract Transit Center EIS/EIR

Dear Supervisors Gustaffson and Bloomfield:

I am writing as legal representative of the Tahoe Tavern and Tavern Shores Property Owners Associations, whose properties lie directly adjacent to the 64-Acre Tract near Tahoe City. Having served in that capacity for several years, particularly in transactions with the Forest Service concerning not only the proposed transit center but the proposed visitor center, I want to provide "early warning" of our extreme disappointment with the draft EIS/EIR's approach, and at the same time initiate a direct dialogue with both of you in an effort to reach a consensus on both proposals.

Specifically, in advance of the first workshop on the EIS/EIR in the morning of 14 June, may I ask that the three of us, together with Dave Hansen as manager of both properties, meet for breakfast in Tahoe City or Kings Beach (site of the workshop).

Let me in advance detail our concerns, particularly since neither of you has been as personally involved in this issue to date as was Ms. Gustaffson's predecessor.

As you undoubtedly know, our concerns remain with preserving the recreational and natural aspect of the lake side of the tract, and ensuring that any development of the riverside be compatible with the limitations of the land and infrastructure, particularly Highway 89. When Juan Palma approved over our objection the lakeside site for the visitor center, we took an appeal; but then agreed to dismiss that appeal under certain specific conditions. (The agreement of 6 October 1997 is attached.) In particular, to avoid having to continue a dispute at that time, Mr. Palma agreed to revisit his decision about location of the visitor center: that if it were re-located to the river side, we would not appeal; but if on revisit of the issue after cumulative impact assessment of the visitor center and transit center, the Forest Service decided to stay with the lake side, we could then resume our appeal and if necessary judicial remedies.

When the County and Forest Service announced their intention last year to proceed with the transit center on the 64-Acre site, we participated in the scoping process to point out limitations on this proposal and need for a full EIS/EIR. At the same time, Tahoe Tavern and Tavern Shores took the initiative to formulate a proposed resolution of the entire visitor center/transit center issue, one that would allow both ultimately to be built but that would also honor the legitimate interests of the property owners (and also the concerns of many environmental leaders who share our view that the lakeside should be preserved exclusively for outdoor recreation). That proposal was submitted in confidence to Mr. Palma on 7 July 1999, and is also attached in case you are not aware of it. (We understand that this confidential proposal was without our consent discussed in open meetings by Forest Service personnel and by the EIS/EIR consultant.)

Just two months ago I received a letter from Acting Forest Supervisor Edmund Gee reiterating that the Forest Service would not "move forward with implementation of the Interpretive Center at this time." That letter of 6 April is also attached. The clear (and welcome) meaning of Mr. Gee's letter was that the Forest Service has *not* revisited the issue of visitor center location, and that the question remained open.

Thus, to now come to the draft EIS/EIR that was received two weeks ago, it is with grave concern that this document in support of the transit center refuses to consider a visitor center location on the river side, claiming that the decision to locate it on the lake side is not to be reconsidered.

To be direct, the appearance is given that the lead agencies are manipulating the two decisions with the clear expectation that the visitor center will remain on the lake side and the transit center will also be sited, but on the river side. I use the word "manipulating" because on the one hand the Forest Service wants to avoid a controversy with us on the visitor center, but on the other hand wants to present the visitor center decision as final in order to justify the transit center.

This appears to become the classic case of government agencies determined to follow their predetermined course regardless of the consequences and regardless of public participation by those most adversely affected. This course can only lead to further dispute, likely litigation, and frustrated expectations.

If necessary we will make all these points in the public process and lay the groundwork for a full-press campaign. A likely outcome is that ten years from now the 64-Acre Tract will be occupied pretty much as it is at present. This result will not of course be cost-free for the property owners or the governmental agencies and should be desired by neither.

That is why we are trying to find a solution that will work for all, and in particular enable the County (on the assumption that the transit center represents its priority) to use federal funds to get that into operation as soon as practicable. Since our dealing with Mr. Palma by formal means has not attained the desired result, I am hoping that in person we can do better. In particular, at a time when public funds are not as scarce as a few years ago, we hope that by working together we can solve the 64-Acre Tract and Y intersection issues in a comprehensive and final way.

We hope that we can meet with you on the 14th to begin this effort.

Respectfully,

Tony Rossmann



United States
Department of
Agriculture

Forest
Service

Lake Tahoe Basin Management Unit
870 Emerald Bay Road, Suite 1
South Lake Tahoe, CA 96150
(916) 573-2600; TDD (916) 541-4036

Reply to: 1570 -- APPEALS

Date: October 6, 1997

Antonio Rossmann, Attorney at Law
380 Hayes Street, Suite One
San Francisco, California 94102

Re: Settlement Agreement for Appeals #97-05-00-0058 to 0070-A215 and
97-05-00-0072-A215

Dear Mr. Rossmann:

This letter documents our settlement agreement for the above-referenced appeals. It is my understanding that you have gained the authority to represent thirteen of the fourteen appellants of the Lake of the Sky project. This settlement agreement is valid if you withdraw these appeals by 4:00 p.m. PST on Monday, October 14, 1997. We will proceed under the assumption that you will also gain the authority to represent the fourteenth appellants (the Urfer's) as soon as you are able to make contact with them.

I agree that I will defer implementation of my July 2, 1997 decision on the Lake of the Sky Facility until a new traffic analysis is prepared. That analysis must cumulatively analyze the traffic effects of a transit center on the west side of the 64 Acres tract, in combination with two alternative configurations of Forest Service interpretive facilities. The first configuration would represent the selected alternative in my July 2 decision, which includes an interpretive center east of Highway 89; the second, on the west side of the highway. This cumulative traffic analysis may be performed either independently, or as part of the environmental analysis prepared pursuant to National Environmental Policy Act (NEPA) requirements for the transit center. I want to ensure that the new traffic analysis will meet the project's needs and satisfy both the Forest Service and the homeowner's association you represent. Consequently, within the Forest Service contracting regulations, I will work with you in the selection of a mutually acceptable firm to conduct the work.

Following the traffic analysis, I agree to revisit my July 2, 1997 decision. Two alternative scenarios could occur as a result of that "second look." First, if I determine based upon the traffic analysis that significant, unmitigated traffic impacts will occur as a cumulative effect of the transit center and the lakeside interpretive facility, I would withdraw my July 2 decision. In this situation, any new decision regarding the siting of the interpretive facility would be appealable. A second possibility is that, based upon the cumulative traffic analysis, I could determine that no significant, unmitigated impacts will result from the development of the the transit center when combined with either a lakeside or riverside interpretive center. In that case, I would reconsider my July 2 decision and select either the lakeside or riverside alternative. If I select the riverside location, that decision would not be appealed by the present appellants. To continue with implementation of my July 2, 1997 decision would not require a new decision, but the present appellants would retain their existing right to seek review of it (administrative remedies would be exhausted). Under either scenario, an appealable decision regarding the transit center would be issued after the NEPA analysis for that proposal is complete.

Caring for the Land and Serving People





Antonio Rossmann, page 2

October 6, 1997

If in the above alternative scenarios I select the riverside location, my decision would also include restrictions on the lakeside of the 64 Acre tract to ensure that it retains its existing natural character as a source of outdoor recreation and pedestrian access to the lake. Such restrictions would be in effect for twenty years, and the restrictions would provide the neighboring homeowners assurance that no major structures or indoor facilities will be constructed east of the highway. Development of a pier could still be considered under these restrictions, and they would not preclude development of improvements to make this area more attractive and useable for outdoor recreation purposes. Any proposed project work in the general area affected by my July 2, 1997 decision would be subject to environmental analysis. This settlement does not restrict any activities that are not addressed in my July 2, 1997 decision, except as discussed above.

I will implement this settlement when the terms of the first paragraph of this letter is met. Please fax all letters to our Regional Office and direct it to Jim Lawrence, Appeal Deciding Officer, with the term "attention Appeals" on the cover, at (415) 705-1127. I would also appreciate cc's of the letters to be faxed to Zoe Tyler at (415) 705-1166, and Trinidad Juarez at (510) 687-0125.

Thank you for your time and energy.

Sincerely,

JUAN PALMA
Forest Supervisor

cc:

Jim Lawrence, Appeal Deciding Officer (R.O.)
Trinidad Juarez, (PHEC)
Lydia Grimm (OGC)



Caring for the Land and Serving People

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CONFIDENTIAL: SETTLEMENT PROPOSAL

7 July 1999

via facsimile and mail

Juan Palma, Supervisor
Lake Tahoe Basin Management Unit
870 Emerald Bay Road, Suite 1
South Lake Tahoe, CA 96150

Dear Juan:

This letter is regrettably way overdue to outline a proposed resolution of the Transit Center/LOTS Visitor Center impasse on the 64-Acre Tract. The Tavern Shores leadership and I appreciate your visit with Colin West here on Hayes Street on 30 April, and I hope we can use your initiative and ours to craft a solution that works for all the stakeholders.

Please understand that this proposal is submitted to settle our current dispute in the administrative arena and to foreclose any potential dispute in the judicial arena; and accordingly that this letter is to be considered a settlement proposal and not admissible in any administrative or judicial proceeding. Of course if we succeed and reach agreement, that agreement would indeed become a public document on which all could rely

We understand the desires of Placer County and the Forest Service to "keep the Transit Center going" so that its allocation of federal funding is not lost. At the same time, we understand that the Visitor Center will need to begin a three-year process into your comprehensive improvement program before construction. From our side, I trust you appreciate our desire to minimize impacts along existing Highway 89, at the Y intersection, and to the existing ambience of the 64 Acre Tract itself and the Tavern Shores and Tahoe Tavern communities.

We all seem to agree that construction of the Highway 89 realignment would afford the means of addressing all these concerns, and in particular making access to the Transit Center much more feasible to travelers coming in from Truckee; and making access to both the Transit Center and a LOTS Visitor Center more agreeable as well to both neighbors and users.

Toward that end, can we agree to define a layout on the 64 Acre Tract that would enable movement to proceed on the Transit Center, with its construction in a location that would obtain temporarily access from existing Highway 89, but then receive permanent access from the realigned highway west of the Transit Center? We would agree to support construction of the Transit Center as soon as Caltrans and the California Transportation Commission adopted the necessary resolutions to approve the highway realignment and place it in the state Transportation Improvement Program (TIP) for funding.

At the same time, construction of the Visitor Center on what is now considered the "Riverside" portion of the 64 Acre Tract would not begin until the realignment is in place. Authorization for the Visitor Center in this location could be accomplished now, to enable the funding to be lined up at the same time that federal funding for and construction of the new highway are being accomplished.

We envision a consensus for this approach among USFS, Placer County, Caltrans, TRPA, the Tahoe City business owners and community, Tahoe Shores and Tahoe Tavern, and the League to Save Lake Tahoe. (Rachel has advised me that the League has never taken a position favoring the realignment and that traditionally the League has opposed new highways in the basin, but that they would be receptive depending on an alignment that was environmentally favorable.) As for individual support, aside from yourself we would anticipate Congressman Doolittle, State Senator Leslie, Supervisor Bloomfield, and Caltrans Director Medina. I think that support from all these constituents and individuals will prove possible.

Let me restate this anticipated proposal:

Now: decision to approve the Transit Center and Visitor Center, both on the Riverside, subject to the following conditions and triggers. Transit Center and Visitor Center to be located so that their ultimate sole access would be from a realigned Highway 89 west of the 64 Acre Tract.

Next: after preparation of environmental documentation, Caltrans and CTC adopt realignment of Highway 89 westerly of the 64 Acre Tract, and place it in the TIP for funding.

Then: upon such adoption, Transit Center can be constructed and operated with temporary access on existing Highway 89 alignment.

Then: upon completion of Highway 89 alignment, Transit Center access redirected to that alignment, and closed from old highway. Construction begins on Visitor Center, with access only to the new alignment.

Juan, this plan would anticipate that the existing alignment would remain open for local access to and from Tavern Shores and Tahoe Tavern, to town and Highway 89 south. It could include a few handicapped parking spaces for USFS on the Lakeside. Traffic calming such as speed bumps or a traffic circle would discourage through traffic use. Therefore existing Highway 89 would cease to be a real "barrier" between the Lakeside and Riverside, so that the Visitor Center would connect with the lake while leaving the present Lakeside free of development.

In my view this program and process would represent the least and most beneficial use of recreational land for the Transit Center, and thus pass muster under Section 4(f) for federal funding of that facility.

Please review this proposal with your federal, state, and local partners, and let's see if we can't get to work on seeking support from the relevant stakeholders.

Respectfully,



cc: Tavern Shores POA
Tahoe Tavern POA



United States
Department of
Agriculture

Forest
Service

Lake Tahoe Basin
Management Unit

870 Emerald Bay Road, Suite 1
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(530) 573-2600
(530) 541-4036 TTY

File Code: 1970 Appeals

Date: April, 6, 2000

Antonio Rossmann, Attorney at Law
380 Hayes Street, Suite One
San Francisco, California 94102

Re: Settlement Agreement for Appeals #97-
05-00-0058 to 00070-A215 and 97-05-00-
0072-A215

Lake of the Sky Record of Decision

Dear Mr. Rossmann:

In our October 6, 1997 Settlement Agreement for the above referenced appeals, Forest Supervisor Juan Palma agreed to defer implementation of his July 2, 1997 Record of Decision for the Lake of the Sky Facility (Interpretive Center) pending additional analysis of traffic impacts. A traffic analysis prepared by Balloffet and Associates, Inc. concluded that cumulative, significant, unmitigated traffic impacts would not result from implementing the Interpretive Center decision and the proposed Transit Center. Even so, in order to focus our support for the Transit Center, I have decided not to move ahead with implementation of the Interpretive Center at this time.

The Settlement Agreement and the information presented in the Lake of the Sky Facility EIS and Record of Decision will remain in the public record. Planning and decision making for the transit center, and other new developments that may affect the 64 Acres will be considered before we resume seeking implementation funds for the Interpretive Center.

EDMUND GEE
Acting Forest Supervisor



Caring for the Land and Serving People

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3

LAW OFFICE OF ANTONIO ROSSMANN

Attorneys at Law

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ANTONIO ROSSMANN
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NEW YORK AND
THE DISTRICT OF COLUMBIA
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ROGER B. MOORE
ADMITTED IN CALIFORNIA
rbm@landwater.com

14 July 2000

via hand delivery

Leslie Rogers, Regional Administrator
Federal Transit Administration
201 Mission Street, Room 2210
San Francisco, CA 94105

Re: USFS/TRPA 64-Acre Tract Intermodal Transit Center
Draft EIS and your letter of 23 June 2000

Dear Mr. Rogers:

Please recall that this office represents the Tavern Shores and Tahoe Tavern Property Owners Association in connection with the project referenced above, and in that capacity we sent you a copy of our 27 June 2000 letter to the Tahoe Regional Planning Agency (TRPA) governing board questioning the claim of exemption of this project from section 4(f) of the Department of Transportation Act.

We have reviewed your 23 June 2000 letter, and concur in (1) your application of the "section 4(f) policy paper" prepared by the Federal Highway Administration and (2) determination that the U.S. Forest Service to earn a section 4(f) exemption must show that official Forest Service adopted plans from the 1980s had reserved a transit facility site of the scope and location now proposed. We stated our concurrence in your position, and reliance upon it, at the TRPA governing board 28 June 2000 hearing on the draft EIS.

At that hearing we examined for the first time the actual Forest Service development plan for the 64 Acre Tract as contemplated when the Forest Service took title to this land in 1984. That plan appeared at Figure F of the 1983 Final EIS number FES 83-45 prepared by the U.S. Bureau of Reclamation in cooperation with the U.S. Forest Service. A copy of Figure F is attached to this letter. Also attached to this letter is a copy of page 1-3 of the currently-circulating draft EIS, showing the current Forest Service proposal.

We trust that you and your staff can readily discern that the "transit facility" anticipated by the Forest Service in 1983 and 1984, and "reserved" if at all at that time, consisted of a small shelter on the *north* side of the Truckee River. In contrast, an *immensely larger* facility in terms of size, located along highway 89 *south* of the Truckee River, is now proposed.

Under the guidance of the section 4(f) policy paper, reinforced by 23 C.F.R. § 771.135, the presently-proposed project cannot claim a section 4(f) exemption on the 64 Acre Tract that is unambiguously dedicated to recreational use. (Indeed, as we pointed out in our 27 June letter that was copied to you, the Forest Service obtained this parcel under legal provisions *requiring* that its use be recreational.)

In light of this now-discovered information, may we in behalf of the Tavern Shores and Tahoe Tavern Property Owners Associations make two requests:

(1) Should the Forest Service, TRPA, or Placer County seek a section 4(f) exemption from your office, to deny that request and instead determine that section 4(f) does apply;

(2) Prior to the close of the comment period on the presently-circulating draft EIS, issue a formal comment to the lead agencies correcting the analysis at pages 5-4 and 5-5 of the EIS (attached), which suggests that the Forest Service has made out the claim of section 4(f) exemption.

May we point out *that the final date for EIS comments is next Friday, 21 July 2000*. To assist your office in honoring our requests, a copy of the draft EIS face page, showing the officials to whom comments should be sent, is also enclosed.

May we also point out that we do not believe that a properly planned, conditioned, and mitigated transit facility on the 64 acres will necessarily violate section 4(f). To the contrary, the examination of alternatives, and performance of all possible planning to minimize harm to the recreational resource, as section 4(f) requires, should lead to a project acceptable to all.

Thank you for your courtesy in considering this request. Please feel free to contact this writer if you or your staff need additional information.

Respectfully,



cc: Renee Marler, FTA Regional Counsel
David Ortez, FHWA Regional Counsel
John L. Marshall, TRPA Counsel
Anthony LaBouff, Placer County Counsel
Draft EIS Comment Recipients
Tavern Shores and Tahoe Tavern POA

Placer County
U.S. Forest Service, Lake Tahoe Basin Management Unit
Tahoe Regional Planning Agency

64-Acre Tract Intermodal Transit Center

**DRAFT ENVIRONMENTAL IMPACT REPORT
DRAFT ENVIRONMENTAL IMPACT STATEMENT
DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Placer County, California
May 2000

LEAD AGENCIES

California Environmental Quality Act Compliance:

Placer County
Responsible Officials: Placer County Planning Commission

National Environmental Policy Act Lead:

**United States Department of Agriculture
Forest Service**
Responsible Official: Forest Supervisor, Lake Tahoe Basin Management Unit

Tahoe Regional Planning Agency Compliance:

Tahoe Regional Planning Agency
Responsible Officials: TRPA Governing Board

FOR INFORMATION OR TO SUBMIT COMMENTS CONTACT

Lake Tahoe Basin Management Unit
Attention: Colin West
870 Emerald Bay Road
South Lake Tahoe, CA 96150

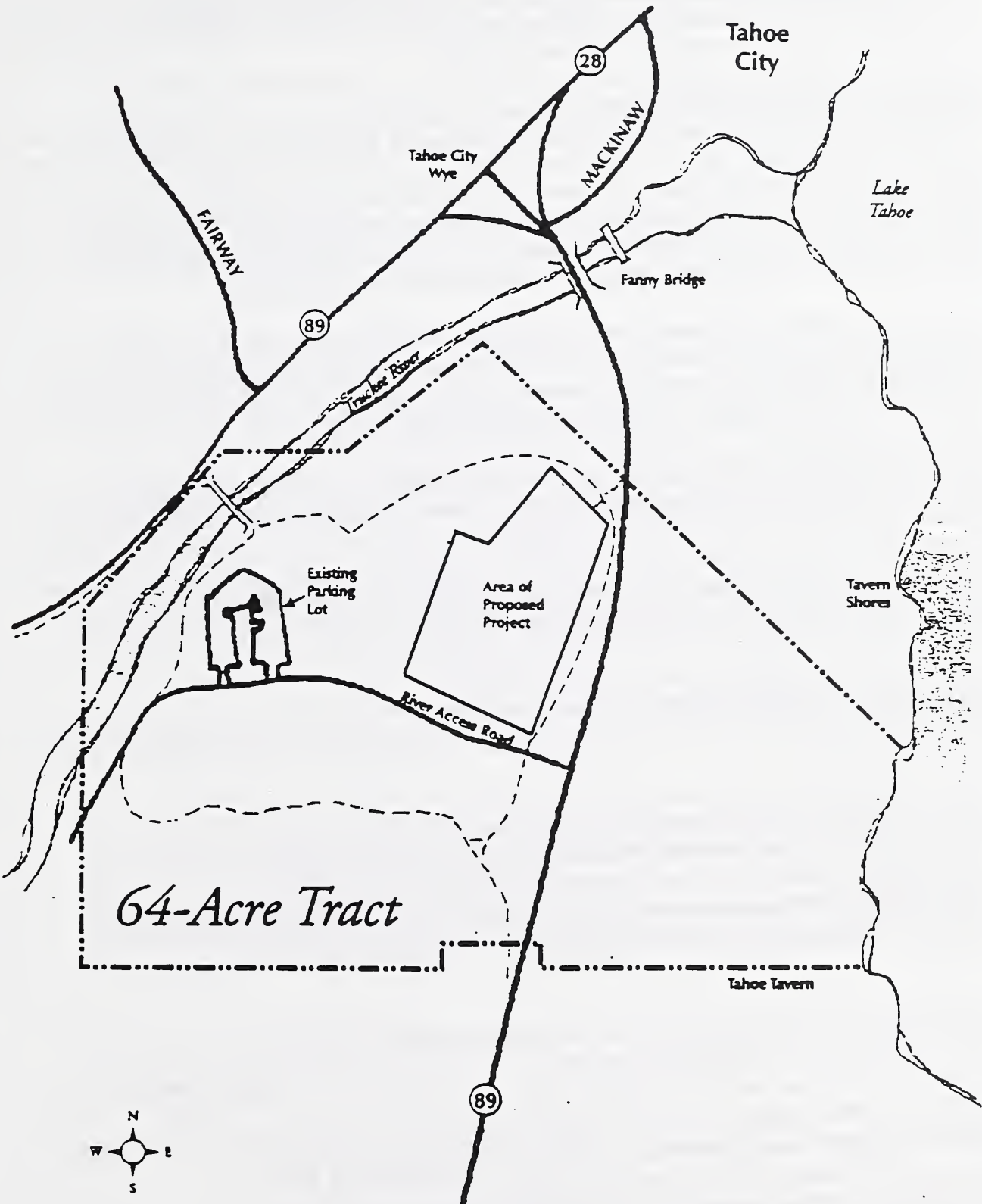
Tahoe Regional Planning Agency
Attention: Jim Allison
PO Box 1038
Zephyr Cove, NV 89448

Placer County Planning Dept.
Attention: Bill Combs
11444 "B" Avenue
Auburn, CA 95603

Comment Deadline: July 21, 2000

3

FIGURE 1-2. Site of the Proposed Project



During scoping, issues were raised concerning whether the granting of special use permit by the Forest Service for a transit center and community parking would violate section 4(f) of the U.S. Department of Transportation (DOT) act. Given this concern, an analysis of section 4(f) compatibility was undertaken by the Forest Service.

Appendix B presents the statutory requirements related to section 4(f). The analysis by the Forest Service concluded that consideration of the transit center and parking facilities under section 4(f) is not required. The LTBMU of the Forest Service is the federal agency having jurisdiction over the area. Since its acquisition of the 64-Acre Tract from the Bureau of Reclamation in 1984, the joint development of recreation facilities with a transit center has been envisioned. A strip of land within the tract has been reserved for the transportation facility since the time the development plan for the tract was established.

As part of the analysis, the Forest Service requested guidance on the policies of the Federal Transit Administration (FTA), an agency in DOT, regarding section 4(f). Specifically, guidance was requested whether the development of a transit center on site, with FTA funding assistance, would be subject to the requirements of section 4(f).

FTA clarified that their policy, borrowed from the Federal Highway Administration, is that section 4(f) does not apply to land that has been temporarily used for recreational or park purposes. This finding is made if the public agency with jurisdiction over the land officially indicated, prior to allowing the temporary park or recreational use, that the land was intended for a transportation use. Similarly, if the recreational and the transportation uses were officially planned concurrently, and later developed separately without changes to the official plan, section 4(f) does not apply.

A transit center has long been planned at the 64-Acre Tract. The history of adopted plans that incorporate a transit center at the 64-Acre Tract that supports the FTA finding provided by the Forest Service follows.

"Prior to Forest Service acquisition of the 64-Acre Tract in 1984, the Bureau of Reclamation managed the site. That agency acquired the property in 1904 for the purpose of constructing a substitute outlet channel from Lake Tahoe. The site was never used for that purpose. Although federal land, its mix of lessees was private: a residential trailer park, numerous businesses, a miniature golf course, and a plant nursery.

"Beginning in the 1960's the Bureau of Reclamation began negotiating with the Forest Service to transfer the property for recreational purposes. The 1983 EIS by Bureau of Reclamation assessed various ultimate land use scenarios for the property. The decision by that agency was to transfer the site to the Forest Service for "Recreation/Visitor Use" (Scenario 2). To quote from page IV-2 of the EIS:

"Recreation and visitor use ... conforms with current zoning and the preliminary plans proposed by the Forest Service. This scenario accommodates

some of the current unauthorized users of the property, and provides for realignment of Highway 89, a *public parking lot and bus station*, and a maintenance station for TCPUD – *all uses which would be compatible with recreation and visitor use.*" (Emphasis added.)

"The elements described under the EIS Scenario 2 were further described as: a day use recreation area, a visitor center, a fishing trail, bike path, cross country ski trail, and hiking path, rerouting of SR 89, a public transit station, and a maintenance station.

"Upon Forest Service acquisition of the property, a document entitled *A Plan for the Sixty-four Acres* was prepared in 1986 to set out the vision for the site. That document incorporates maps of the "Long Range Objective" for Tahoe City from the May 1974 TCUDP. The transit center and parking area are delineated on the incorporated maps.

"These two planning documents are incorporated into the Forest Service's current Forest Plan which provides the programmatic direction for the management of the LTBMU. Specifically, MA-specific management direction for the Lower Truckee River describes the future and potential uses of the 64-Acre Tract site. It directs that the Bureau of Reclamation's 1984 EIS and the Forest Service's 1986 Environmental Assessment be used as a guide for site development (Forest Plan, page IV-113). A transit terminal is specifically listed as a potential use of the 64 Acres Tract (Forest Plan, IV-112).

"The TCUDP of the 1970's evolved into the *Tahoe City Community Plan* in the early-1990's. That new "vision" document for the Tahoe City area, analyzed in the EIR/EIS, preserved the transit center "placeholder" for the 64-Acre Tract. The 1992 RTP/AQP, similarly incorporates the intermodal transit center/community parking concept for the 64-Acre Tract. In fact, they are identified as key elements needed to improve traffic circulation in the Tahoe City area.

"The most recent Forest Service project level planning document for the 64-Acre Tract, the LOTS FEIS also includes a placeholder for the transit center (FEIS, page II-30). In sum, these multiple planning documents demonstrate a history of compatibility between the proposed transit center and the recreational uses for which the site was acquired. There is a strong connection and benefit to be accrued by developing the transit center, along with the interpretive facility, to enhance recreation uses at the 64-Acre Tract site".

POTENTIAL LAND USE IMPACTS

The Proposed Project

Impact 5-1: The development of the traffic and transit improvements, parking lots, and other facilities associated with the Proposed Project would produce no conflicts with adjacent or on-site land uses. This potential impact is not considered to be significant.

(H)

Mr. Colin West
870 Emerald Bay Road
South Lake Tahoe, Ca 96150

June 26, 2000

Dear Mr. West,

I am a homeowner in Tahoe City. I am very concerned that The Federal Government is considering building a Transit Terminal on the 64 acre parcel on Highway 89. This will have more cars, more buses, more congestion and have an adverse effect on the quality of air in the basin. I am against any development of any kind in this area. If there is no further development, things cannot get worse than they are now.

Please save our money and not development this land.
Thank you for considering this homeowner letter.

Sincerely,

William H Abbott
1507 Louisa Ct.
Palo Alto, Ca 94303

P.S Please send me a Draft Environmental Impact Statement (DEIS) to the address above

William H Abbott
1507 Louisa Ct.
Palo Alto, CA 94303-2838

5

43329 Walnut Lane
Davis, CA 95616
28 June 2000

Attention Colin West
870 Emerald Bay Rod.
South Lake Tahoe, CA 96150

Dear Mr. West:

I would like to submit the following comment regarding the Draft Environmental Impact Statement concerning the proposed construction of a transit terminal west of highway 89 in Tahoe City.

I believe the proposed transit site is in a terrible place, and I hope that the Tahoe Regional Planning Agency will not approve it. My chief concerns are 1) loss of open, lightly forested land, and 2) a certain and highly undesirable increase in traffic congestion in Tahoe City and along highway 89 (West Lake Blvd).

I have been coming to the north shore of Tahoe for 25 years. I spend a great deal of time in Tahoe City during the summer and fall months. One of the pleasures of the area has been the presence of a few fairly large undeveloped areas in the midst of commercial buildings and condominiums. I opposed the proposed construction of an "Interpretive Center" on the shore next to the Tavern Shores condominiums because that public beach is one of the last remaining open and undeveloped areas along the northern shores of the lake. No structure of any kind is needed there, especially not for "interpretation" because the open space, the beach, the free-growing trees give a wonderful and unspoiled sense of Tahoe's magnificent landscape. A huge transit terminal across the road will significantly diminish the effect of that open space, and as it grows more crowded in the area, thanks to such a project, pressure will once again increase to "finish developing" the whole area; that is, to ruin it. The area proposed for the transit terminal is another such open space, with a lovely mixture of trees and meadows. Once paved over, it (and another part of Tahoe) will be lost forever.

It may seem ironic to cite congestion as a reason for opposing the terminal; but the fact is, during much of the summer and fall (and in late spring as well), highway 89 is largely bumper-to-bumper traffic. It can easily take 20 minutes to make the drive from the Tahoe House restaurant to Fanny Bridge, a distance of less than a mile. To add to this congestion, which is caused by a huge seasonal influx of visitors, is only to increase the problem. Busses will have to enter and exit exactly where traffic is worst; and most of the cars ~~causing~~ causing the congestion will be out-of-towners who are unlikely to be using the bus anyway, since they are travelling to another destination, very likely away from Tahoe and Tahoe City. The busses are a good idea, but they should be located in a terminal away from the main point of traffic congestion.

Yours sincerely,

William M. Byrd
William M. Byrd

Management & Capital Group

1460 MARIA LANE, SUITE 290, WALNUT CREEK, CALIFORNIA 94596
TELEPHONE (925) 944-5571 FACSIMILE (925) 944-1012

94596

COPY

July 6, 2000

Mr. Bill Combs
Senior Planner
The Placer County Planning Department
11414 "B" Avenue
Auburn, CA 95603

Dear Mr. Combs:

I have reviewed the Draft Environmental Impact Report and Draft Environmental Impact Statement on the *64-Acre Tract Intermodal Transit Center* date May 2000. The points raised in my letter known as Document 38 have been addressed. Thank you.

The additional details have raised three additional questions from my experience as a planning commissioner (8 years) and appraiser (14 years) that apparently are not addressed in the EIR.

1. Mitigation 6-9 is very significant. During construction, traffic circulation and delays are expected to exceed the averages in the EIR. The EIR does not analyze the merit of constructing the Fanny Bridge widening *before* construction commences on the Intermodal Transit Center. I believe the sequence of construction is very important given the very statistics cited in the EIR.
2. No provision or commentary is made in the EIR on the repair of damage to the Wye and surrounding roads because of the construction. This is a commonly recommended condition when heavy equipment is expected to damage the existing road. The provision and commentary should fix responsibility for repairs and a reasonable independent body to inspect the reconstruction.
3. A serious, and possible legal problem, is the failure of the preparers of the EIR to consider the obviously related impact of the Interpretative Center as part of this EIR. In our city and county, we would not even consider dismissing the environmental impact of a related and proximate development by the same applicant. Mr. Juan Palma, in a telephone call last year, assured me the impact of the Interpretative Center would be considered in the final draft EIR. Where is it?

Thank you for your consideration of these questions.

Sincerely,



S. Thomas Cleveland

1

KENNETH B. PROUTY
2222 SUNRISE AVENUE
SANTA ROSA, CA 95409
PHONE 707-546-9920 - FAX 707-546-9921
E-MAIL - KENPROUTY@AOL.COM

July 12, 2000

Lake Tahoe Basin Management Unit
Attn: Colin West
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Re: 64 Acre Tract Intermodal Center

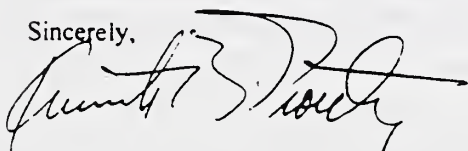
The Draft EIR-EIS-EIS dated May 2000 is inadequate, in my view, because it does not consider the cumulative traffic impact of both the proposed Transit Center and the USFS Lake of the Sky Facility.

The Final Environmental Impact Statement and Record of Decision (ROD) for the Lake of the Sky Facility (LOS) issued by former Forest Supervisor Juan Palma in July 1997 resulted in a number of appeals, one of which was mine. My appeal then and my comment today is that the traffic impact for both proposed facilities must be considered together. Just as the ROD for the LOS facility was incomplete because it did not consider the cumulative traffic impact with a later to be built Transit Center, the 64 Acre Tract Intermodal Transit Center Draft EIR-EIS-EIS is incomplete because it does not consider the cumulative traffic impact with the later to be built LOS. Forest Supervisor Palma recognized that flaw in his ROD and in his letter dated October 6, 1997 asked 15 of us to withdraw our appeals. We agreed to do so in exchange for his agreement that the cumulative traffic impact of the LOS and the Transit Center would be studied together before there would be further LOS or Transit Center decisions. Forest Supervisor Palma's letter of October 6, 1997 should be reviewed in detail for its clear language on this point. Contrary to his promise, the 64 Acre Transit Center Environmental Analysis (EA) of October 26, 1998 and the 64 Acre Transit Center Draft EIR-Draft EIS-Draft EIS both FAILED TO CONSIDER the cumulative traffic impact of the two facilities. Acceptance of the Draft EIR of May 2000 would breach our agreement with the Forest Service acknowledged by Mr. Palma in his letter of October 6, 1997.

The Forest Service has planned an Interpretive Center since at least 1974 and the USFS accepted the 64-acres from the Bureau of Reclamation subject to the 1983 Final EIS. I DO support the Interpretive Center west of Highway 89 as per the 1983 EIS. I DO support a Transit Center on Highway 89 located where shown on the site map in the 1983 EIS (or in the city core within walking distance of businesses). I DO support the realignment of Highway 89 to the southeast per the 1983 EIS in order to take the traffic pressure off of the Fanny Bridge narrows. I DO NOT support non-recreational add-ons in later EIS documents i.e. 59 out of 130 new parking spaces to be reserved for Tahoe City employees (May 2000 Draft EIR, Table 6-3, page 6-12), and Draft EIR Chapter 8 that proposes solving the Tahoe City Community Plan parking shortage in the commercial core by "Construct an intercept parking lot near Fanny Bridge. The USFS shall provide the land" (page 8-2). As laudable as additional parking is, the flat, free USFS land acquired for recreation purposes should not be used for parking to benefit businesses unable or unwilling to buy parking space on the commercial side of Fanny Bridge. The model South Lake Tahoe Transit Terminal has only four (4) public parking spaces, or just 3% of the parking planned for the 64 acres. Those four spaces are seldom used suggesting that most transit riders walk to and from the nearest bus stop.

Non-recreational uses proposed after the 1983 Final EIS invites appeals and the probable refusal of the Department of Transportation to issue a favorable U.S. DOT "section 4(f)" ruling for the transit segment.

Sincerely,



July 8,00

July 12, 000 (8)

to Gentlemen Colin West, Jim Allison, Bill Combs:

We wish to communicate our deep concern as to how the 64 acre parcel of land outside of Tahoe City will be developed. Our family so enjoys getting away to the magnificent Tahoe Basin, hiking her trails, filling our lungs with fresh pine oxygenated air, feeling pine needles underfoot, and once again be part of earth and her seasons. We are the third generation of our family to annually hike this same area. Now our children and Grandchildren hike with us, they are fourth and fifth generation Californians to know and love this peaceful retreat. It is restorative to leave the frenetic work pace, escape noise, cement, pollution and find the earth still there waiting to heal its weary inhabitants.

We are keen observers of change and we express genuine concern as to how this treasure in our State, Country and the World will be treated. We are asking that it be treated with dignity. We wish this powerful medicine available to the many generations to follow us. It is your overwhelming responsibility as caretakers of the land to see that we do not squander the survival of our earth. The following are issues that need to be decided with wisdom and respect for our earth.

All the changes that are being made will be accumulative. Consider not only the Transit Center but also factor in the land that will be needed for the Interpretive Center. Neither of these projects should be started until Cal Trans has realigned Hwy. 89. The realignment of the Hwy is central to the success of both projects. The Traffic pattern is of paramount power to the success or failure of any changes that are made in development of the land.

Realistically, consider the size of the Transit Center and Interpretative Center that is actually needed to enrich the area. I have noted the size of the Transit Center in South Lake Tahoe. It is not grand, it is modest and serves the areas transportation needs. It is not intrusive it is not a display. As a public citizen viewing the plans being considered, it would seem inadequate attention is given to function and environment and a bureaucratic ego is making decisions without responsibility to land or to citizens' needs. It is a display.

The number of parking places designated for the two Centers cannot be justified by need or any reason. I have observed the employees of downtown merchants, parking along Hwy. 89 and walking to work. Are we cementing our earth to provide a parking lot to benefit Tahoe City merchants? This beautiful parcel of land is owned by the Federal Government; it has been paid for by our tax dollars. Do not "Pave Over Paradise and Put Up A Parking Lot." Although the land is free to your agencies, be self determined not to squander these remarkable resources. Consider the immense pleasure and environmental merit of the land for generations of Americans.

Mother Nature has been generous and has provided extravagantly her gifts to the Tahoe region. Please make your decisions with deep respect for this land that was made for you and me.

Sincerely,
The Doyle Family

DR THOMAS M. SARINCE BAYL
1453 SAN JUAN AVE
BERKELEY, CALIF 94707



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
600 Harrison Street, Suite 515
San Francisco, California 94107-1376

July 14, 2000

ER 00/391

Mr. Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Mr. Bill Combs
Placer County Planning Dept.
11444 "B" Avenue
Auburn, CA 95603

Mr. Jim Allison
Tahoe Regional Planning Agency
PO Box 1038
Zephyr Cove, NV 89448

Dear Gentlemen:

The Department of the Interior (Department) has reviewed the Draft Environmental Impact Statement for the 64-Acre Tract Intermodal Transit Center, Placer County, California, and has the following comments to offer for your consideration when preparing the Final Environmental Impact Statement (FEIS). Please disregard the no-comment letter sent to you on July 13th, 2000.

U.S. Geological Survey Comments

General

The primary objective of the proposed intermodal transfer point is to reduce current traffic congestion, associated air pollution, noise, etc., by enhancing the availability of public transportation to ski areas and other tourist destinations in the Lake Tahoe area. It is presumed the transfer point will result in people parking their automobiles and using public transportation to reach their destinations. Successful case examples of similar transfer points elsewhere also are identified.

Consideration also should be given, however, to the possibility that construction of a convenient transfer point may unexpectedly fuel an increased influx of tourists (and their automobiles) to the Lake Tahoe area. An unexpected increased influx of automobiles could negate the positive

benefits expected from construction of the transfer point. This potential problem is especially problematic in view of the fact that automobiles and other sources of atmospheric emissions have been identified by some as primary nutrient sources to Lake Tahoe (e.g., *Lee, G.F. and R.A. Jones, 1994, Evaluation and management of nonpoint source pollutants in the Lake Tahoe watershed: Proceedings, National Conference on Environmental Engineering, Amer. Society of Civil Engineers, July 1994, New York, p. 516-523*). Because Lake Tahoe is an ultra-oligotrophic lake, it is extremely sensitive to nutrient inputs from all sources.

Thus, the potential impacts of unexpected enhancement of the influx of tourists into the Lake Tahoe regional, by providing a convenient transfer point, also should be considered in the Draft EIS.

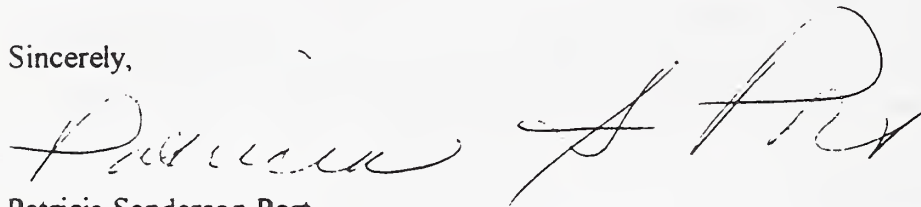
Specific

Pages 12-6 to 12-12, Chapter 12. Water Quality, Potential Water Quality Impacts.

The Draft EIS identifies a number of potential water-related impacts, particularly nonpoint source runoff, as well as mitigation measures for addressing them. It is noted, however, that the Draft EIS contains little quantitative information regarding the effectiveness of the mitigation measures. Rather, the measures are described in such terms as "pretreatment vaults shall be maintained as per manufacturer's recommendation" (Mitigation 12-1 (c), third full paragraph). The mitigation measures may in fact adequately address the potential water-related impacts. The lack of quantitative information, however, does not provide the reader with sufficient data or information to accurately assess the efficiency of the proposed mitigation measures.

We appreciate the opportunity to comment on this project.

Sincerely,



Patricia Sanderson Port
Regional Environmental Officer

cc:

Director, OEPC, w/original incoming
Regional Director, FWS, Portland
Director, USGS, Reston



United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Policy and Compliance
600 Harrison Street, Suite 515
San Francisco, California 94107-1376

9

July 13, 2000

ER 00/391

Mr. Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Dear Mr. West:

The Department of the Interior has reviewed the Draft Environmental Impact Statement for the 64-Acre Tract Intermodal Transit Center, Placer County, California, and has no comments to offer.

Thank you for the opportunity to review this document.

Sincerely,

Patricia Sanderson Port
Regional Environmental Officer

cc:
Director, OEPC, w/ original incoming
Regional Director, FWS, Portland

RICHARD A. NISHKIAN
525 MINER ROAD
ORINDA, CA 94563
925-254-2541
Fax 254-5989

July 14, 2000

Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Attention Colin West, re 64 Acre Tract Intermodal Transit Center

Dear Sirs,

After reviewing the DEIR/DEIS I find the following:

The cumulative impact of both a Transit Center and an Interpretive Center are not addressed.

The DEIR/DEIS does not examine putting the Interpretive Center on the same side of 89 as the Transit Center. The Forest had previously agreed to examine this alternative.

The DEIR/DEIS doesn't explain how making the Transit Center a parking lot for Tahoe City is going to improve traffic. On July 2, 2000, in spite of the efforts of four law officers (two CHP and two Sheriff) directing traffic at the Wye, traffic was backed up beyond Sunnyside. Bringing additional cars to the Wye to get to or from the the Transit Center will just make matters worse. In addition, how can you justify letting shoppers park on Forest Service recreational land, while prohibiting people wanting to do recreational endeavors. It would seem that if the Forest Service is going to provide parking, it should be for river and bike trail users, not shoppers.

The DEIR/DEIS does not address the issue of realigning highway 89. Realignment would eliminate the traffic problems at the Wye.

The DEIR/DEIS does not document that the Transit Center would be in compliance with Section 4(f) of the Department of Transportation Act.

Sincerely,

Richard A. Nishkian

Paul P. Moore
Regional Manager

Phone (949) 622-1400
Fax (949) 622-1417
License # 0789264
paul.moore@reliastar.com

ReliaStar Employee Benefits
Southern California Sales Office
Two Park Plaza, Suite 850
Irvine, CA 92614-2521

(11)

July 11, 2000

Lake Tahoe Basin Management Unit
Attention: Colin West
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Re: Proposed 64-Acre Tract Intermodal Transit Center

Dear Mr. West:

This letter will express my concern as a Tahoe City homeowner and member of the Tahoe Tavern Property Owners Association, regarding the Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) relative to the proposed 64-Acre Tract Intermodal Transportation Center.

My specific concerns are:

- The DEIR/DEIS fails to examine the cumulative land use impacts of both a Transit Center and Interpretive Center.
- The document identifies the Lake of the Sky (LOTS) Interpretive Center as being ultimately located on the lakeside of highway 89. The Association reached an agreement with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the U.S. Forest Service, to defer the decision as to the exact location of the LOTS in abeyance until an analysis examining the cumulative effects of the proposed Transit Center and the LOTS are considered, with both the LOTS alternatives lakeside and riverside. This DEIR/DEIS only analyzes the lakeside alternative, however.
- Section 4(f) of the Department of Transportation Act forbids the use of federal transportation funds to use recreational land unless the most stringent of conditions are met. The authors of the DEIR/DEIS believe section 4(f) does not apply. Our Association attorney, Tony Rossman, is certain this section does apply. Mr. Rossman contends the USFS must prove that the property at issue has only been "temporarily" used for recreational purposes, and that since 1974, and again in the 1980's the USFS adopted plans for a "transit center comparable to the one being advanced." The 1983 plan prepared by the USFS portrayed the placement of a "bus station" on highway 89 across the Truckee River.

(11)

- The DEIR/DEIS does not contemplate the ramifications of highway 89 being realigned along the western edge of the 64 acres. While many Tahoe City locals and staff members of the several regulatory agencies are convinced of the need to realign highway 89, no one is putting pressure on Cal Trans to promote this project. This is germane in that if the highway were realigned or even included in a master plan, the siting of the Transit Center and the LOTS would be more appropriately placed toward the riverside of the 64 acre tract, and the 1983 plan more closely carried out.
- The DEIR/DEIS fails to include as an alternative the resolution we proposed in 1999 with Forest Supervisor Juan Palma.

As a potentially affected homeowner, I appreciate your attention to my concerns.

Sincerely,

A handwritten signature in black ink, appearing to read 'Paul P. Moore', with a long horizontal flourish extending to the right.

Paul P. Moore

CC: T.T.P.O.A.

Head Office
90 Westwood Drive
Kentfield, CA 94904-2744

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EMAIL: automar@linex.com

14 July 2000

Mr. Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe CA 96150

Mr. West:

My wife and I own a condo in the Tavern Shores complex at 180 West Lake Blvd. in Tahoe City. We have known about the proposed Transit Center all along. We have just heard the conclusions of the Environmental Impact Study and Report. There has been some discussion about these reports within our community, and we are very concerned.

Are we considering the big picture here? As I understand it there is to be not only a Transit Center, but also an Interpretative Center at the site. The studies have not addressed the impact of both.

There have been discussions and research done on this project in the past which were not addressed in this latest effort. Wasn't there an alternative plan proposed in 1999? And weren't there plans studied in 1983 by the USFS, in which a recommendation for a transit station was proposed on Highway 89, across from the Truckee River?

And speaking of Highway 89, what about the future of our area and the possible improvements to be made to that road? We heard that several of the planning agencies in the Tahoe Basin area have recommended the realignment of Highway 89 very near the property of the proposed Transit Center. Is Cal Trans involved in these studies? As the tract of land is bordered on the west by the Truckee, what about a riverside location?

There is also some discussion here regarding the legality of the whole project in terms of the Department of Transportation Act, Section 4f, which does not allow the use of federal funds for a project like this on recreational land. Our Association's attorney, Mr. Tony Rossman, has said that this certainly does apply to this tract of land.

Please consider our comments and concerns, and relay them to all parties involved. Thank you.

Best regards,

Tim Curtis
President

(13)

JUDGE WILLIAM P. HOGOBOOM, RETIRED
192 ANNANDALE ROAD
PASADENA, CALIFORNIA 91105
(626) 449-6598
FAX (626) 568-2885

July 14, 2000

Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150
Attention: Colin West

Re: 64 Acre Tract Intermodal Transit Center; Draft Environmental Impact Report/
Draft Environmental Impact Statement (DEIR/DEIS)

Gentlemen:

We are owners of a residential unit located in Tahoe Tavern in Tahoe City, CA. We are writing to voice our objections to the construction of the Proposed Transit Center. For all of the reasons set forth below we believe the proposed Transit Center would accomplish little good, but on the other hand would result in severe deprivation of one of the last remaining lakeside natural forest growths.

The DEIR/DEIS is lacking in its scope. It does not consider nor mention the cumulative land use impact of both a Transit Center and an Interpretative Center. Any possible future use of the land for both purposes should be carefully examined, and considered as a joint and simultaneous use.

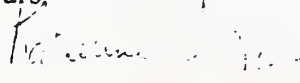
The document identifies the Interpretive Center as being located on the lakeside of Hi-Way 89. It gives no consideration to the location of the Center on the riverside. It is our understanding that in all prior discussions with the US Forest Service both locations were to be considered before final action, and should be in the Report and Statement.

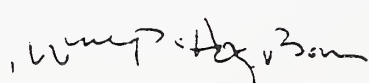
There is serious question of the legality of the proposals under Section 4(f) of the Transportation Act. Much more stringent conditions which are not satisfied in the current REIR/DEIS must be met before federal transportation funds may be used for the proposed purposes.

No consideration has been given to the serious possibility of a realignment of Hi-Way 89. The need for such a realignment has been considered by many Tahoe City staff members and members of the public. This possibility should be included in any future plans.

If you have any questions as to our position or need further information from us, please advise us. We wish our opposition to the current proposals to be noted in your consideration.

Very truly yours,


Katherine S. Hansen
Wm. P. Hogoboom



(14)

EDGAR A. STORLI, M.D.
134 ELM ST., APT 303
SAN MATEO, CA 94401-2736

July 13, 2000

Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA. 96150

Dear Mr. West,

Reference is made to the plans for the Transit Center and the Interpretive center at Tahoe City.

The document refers to the Lake of the Sky Interpretive Center being constructed on the lakeside of highway 89. An agreement was made with Jaun Palma that a decision as to the location of LOTS would not be made until the combined effects of the Transit Center and Lots were considered with LOTS in either location i.e. lakeside or riverside.

The Department of Transportation Act does not allow use of federal transportation funds for recreational land except under certain conditions. The USFS plan of 1983 recommended a bus station in route 89 in that location.

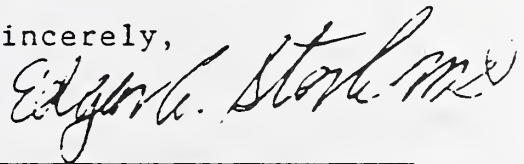
The DEIR/DEIS does not consider plans for highway 89 being re-routed to west of the 64 acres. In this case it might be more appropriate to locate the Transit Center and LOTS toward the riverside of the 64 acre tract.

The DEIR/DEIS does not consider the impact of cumulative land use of both the Transit Center and the Interpretive Center.

The documents do not include an alternate resolution proposed in 1999 with Jaun Palma.

I hope you will give these ideas thorough consideration ehrrn making a decision.

Sincerely,



Edgar A. Storli, M.D.

George S. Hjelte, M.D.
8576 Huntington Drive
San Gabriel, California 91775

7/10/00

Tahoe Regional Planning Agency
Attention: Jim Allison
P.O. Box 1038
Zephyr Cove,
NV 89448

Dear Sirs, and I

My wife and I are home owners of #56 Tahoe
Tavern Properties for the past 37 years.

We wish to point out that the DEIR/DEIS
fails to examine the cumulative land use
impacts of both the Transit Center and Interpretive
Center. Documents identify LOTS Interpretive Center
as being ultimately constructed on the lakeside of
highway 89. Apparently the DEIR/DEIS did not
consider the increase in accessibility as previously planned.

It appears that highway 89 must be realigned
and that it would be more appropriate to
place the Transit Center and LOTS toward the
riverside of the 64 acre tract.

Section 4(F) of the Dept. of Transportation forbids
the use of federal transportation funds to use
recreational land unless the most stringent
conditions are met. It would appear that "stringent
conditions" are not met by your plan.

The DEIR/DEIS has failed to include an alternative
to the resolution proposed in 1999 by the Tahoe
Tavern Property Owners Assoc. with Forest Supervisor
Joan Palma.

Please give due consideration to all the above.

Copies to: Lake Tahoe Basin Mgmt. Unit
Attention: Colin West
Placer County Planning Dept
Attention: Bill Combs

Sincerely,
George S. Hjelte, M.D.
Phyllis P. Hjelte

Linda Curtis
90 Westwood Drive
Kentfield CA 94904-2744
415-925-0945 ~ Fax 415-925-1265
LCurtis647@aol.com

July 10, 2000

Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe CA 96150

Attention: Colin West

Dear Sir:

As a member of the Tavern Shores Property Owners' Association, I am extremely concerned with the Draft Environmental Impact Report (DEIR) and the Draft Environmental Impact Study (DEIS) on the Intermodal Transit Center for Tahoe City. It appears that the authors have not presented a complete and accurate report.

As presented, these documents fail on the following five points.

1) *What are the cumulative land use impacts of BOTH a Transit Center and an Interpretive Center?*

2) *What happened to an analysis of a riverside location for the construction of the Interpretive Center?*

3) *There is a conflict, between the authors and our Association's attorney, in the interpretation of the Department of Transportation Act, Section 4(f), which forbids the use of federal transportation funds in connection with recreational land, unless very strict conditions are met.*

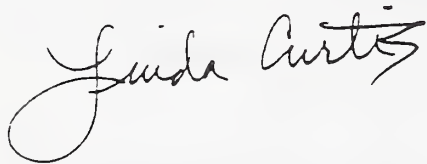
4) What about the long term plans for Highway 89? Over the years, there have been discussions by several local and regional agencies of the need to realign the highway. In this scenario, the Transit Center and the Interpretative Center might be better placed toward the riverside of the tract of land. There is nothing in the report & study that takes this into consideration. There is no mention of CalTrans, who must be pressed into action for this type of project.

5) What about the resolution proposed in 1999 with Forest Supervisor Juan Palma, as an alternative?

This project is so important to the future of West Shore and North Shore. The gridlock we all live with on Highway 89 in and out of Tahoe City will only worsen as the years go by.

There is so much more that needs to be considered. Please keep working for an equitable solution for all, and consider these comments before accepting the conclusions of the DEIR and the DEIS.

Sincerely yours,



cc: Tahoe Regional Planning Agency
Placer County Planning Dept.
Tavern Shores Property Owners Association



UNITED STATES ENVIRONMENTAL PROTECTION AGENCY
REGION IX
75 Hawthorne Street
San Francisco, CA 94105-3901

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July 11, 2000

Colin West
U.S. Forest Service
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Dear Mr. West:

The U.S. Environmental Protection Agency (EPA) has reviewed the Draft Environmental Impact Statement/Report (DEIS/R) for the **64-Acre Tract Intermodal Transit Center, Placer County, California** (CEQ #000150, #D-AFS-K65227-CA). The Forest Service prepared this document jointly with the Tahoe Regional Planning Agency (TRPA) and the Placer County Planning Department. Our comments on the DEIS/R are provided pursuant to the National Environmental Policy Act (NEPA), Section 309 of the Clean Air Act, and the Council on Environmental Quality's (CEQ) NEPA Implementing Regulations (40 CFR 1500-1508).

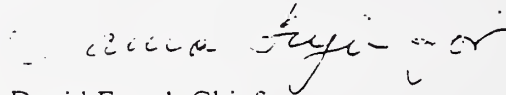
The document analyzes the environmental impacts associated with the construction and operation of an Intermodal Transit Center (ITC) and parking facility on a 64-acre tract in Tahoe City, California. The land is owned by the Forest Service. The ITC would improve service to transit patrons on the north shore of Lake Tahoe as well as the Lake Tahoe region. The 64-acre tract is located to the south of the Truckee River and near the intersection of California State Routes 89 and 28. Alternatives analyzed in detail in the DEIS/R are the Proposed Project, an Alternative Site Design, and No Action.

We appreciate the efforts of the Forest Service, Placer County and the Tahoe Regional Planning Agency in developing a proposal to address a significant problem facing the environmental quality of Lake Tahoe, that of traffic and associated air quality impacts. This project is one of the commitments made by the President to protect and enhance environmental quality at Lake Tahoe, a national treasure. We do, however, have several concerns which we believe should be addressed as project planning moves forward. Based upon our review, we rate the document as EC-2, Environmental Concerns - Insufficient Information. Please refer to the "Summary of Rating Definitions and Follow-Up Action" (attached) for a detailed explanation of EPA's rating system. We have concerns regarding water quality and cumulative impacts associated with the proposal. We also have environmental concerns because there is no provision for solid waste recycling nor integration of pollution prevention mechanisms in the project. Please refer to our comments (attached) for a detailed explanation of EPA's concerns.

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We appreciate the opportunity to comment. Please send one copy of the Final EIS/R to me (mailcode: CMD-2) at the letterhead address when it is filed with EPA's Washington, D.C. office. If you have any questions, please call David Tomsovic of my staff at 415-744-1575.

Sincerely,



David Farrel, Chief
Federal Activities Office

Attachments: 3

"Summary of Rating Definitions and Follow-up Action"

Detailed EPA comments on DEIS/R

CEQ Pollution Prevention Guidance Memo

cc: Jim Allison, Tahoe Regional Planning Agency, PO Box 1038, Zephyr Cove, NV 89448
Bill Combs, Placer County Planning Department, 11444 "B" Ave., Auburn, CA 95603

WATER QUALITY

Page 3-6 indicates that parking lots and other paved areas subject to intensive vehicle use would incorporate pretreatment systems "capable of removing floatable materials and sediment prior to discharge," in order to comply with requirements of the Tahoe Regional Planning Agency (TRPA) and the Regional Water Quality Control Board (RWQCB). Page 19-10 indicates that development of the parking lot area would result in the deposition of various contaminants, specifically listing oil, grease, heavy metals, and biostimulatory nutrients. This page indicates that removal of oil, grease, heavy metals and phosphorous is accomplished best through infiltration techniques.

We recommend that the FEIS/R clarify how oil, grease and heavy metals would be treated. Given the proximity of the Truckee River and groundwater resources, the FEIS/R should provide a more detailed analysis of whether infiltration is the most appropriate approach. We believe the Forest Service should analyze potential impacts to the streamside zone due to increased runoff and pollutant loading, especially since increased coverage from the parking lot would concentrate and increase the amount of runoff being discharged into streamside environments. We recommend that the FEIS/R and Record of Decision contain a clear commitment to implement methods and techniques capable of ensuring that applicable Water Quality Standards (and beneficial uses) are fully protected, including such water quality protection measures as may be specified by TRPA and RWQCB. Additionally, we strongly recommend that cumulative impacts to water quality, aquatic resources, and groundwater be assessed in light of the Council on Environmental Quality's guidance to Federal agencies on this matter (see comment on cumulative impacts, below).

CUMULATIVE IMPACTS

We are concerned that the DEIS/R did not analyze the project's cumulative impacts within the framework of the Council on Environmental Quality's guidance to Federal agencies, "*Considering Cumulative Effects Under the National Environmental Policy Act*," issued in 1997. We strongly recommend that, for each impact area analyzed in the DEIS/R, the Forest Service re-examine the project's cumulative aspects in light of CEQ's guidance to Federal agencies.

SOLID WASTE

Page 18-3 of the Draft Environmental Impact Statement/Report (DEIS/R) addresses the need for solid waste disposal at the Intermodal Transit Center (ITC). Regarding Impact 18-4, the DEIS/R asserts that no mitigation is required. There is, however, no discussion in the DEIS/R regarding solid waste recycling as an integral element of the project. We strongly recommend that the Forest Service, Placer County and the Tahoe Regional Planning Agency (TRPA) include

a strong recycling component in project construction and operation, e.g., using recovered materials in facility construction, reusing/recycling construction-related solid waste to the fullest extent practicable, and implementing an active recycling component for ITC operations. The Integrated Waste Management Act (State law) requires cities and counties to achieve a 50 percent waste diversion rate by 2000 (i.e., 50 percent of solid waste generated in each county in the State must be recycled rather than disposed of in a landfill). An effective solid waste recycling component for project construction and operation would help Placer County meet its obligations under the the Integrated Waste Management Act.

Additionally, Section 6002 of the Federal Resource Conservation and Recovery Act (RCRA) and EPA regulations implementing RCRA Section 6002 may have implications for the proposal. RCRA Section 6002 requires that Federal procuring agencies shall procure items composed of the highest percentage of recovered materials practicable, consistent with certain operational considerations. This includes materials that would be purchased by State or local authorities using Federal funds to procure such materials. These RCRA Section 6002 requirements apply to: (1) Federal departments or agencies that procure \$10,000 or more of a designated item in a year; (2) a State or local agency that uses appropriated Federal funds to procure \$10,000 or more worth of a designated item in a year; and (3) a contractor working on a project funded by appropriated Federal funds purchasing \$10,000 or more of a designated item in a year. Please note that RCRA Section 6002 procurement requirements apply whenever Federal monies, including block grants, are used, whether or not they are co-mixed with non-Federal funds. RCRA Section 6002 also applies to a procuring agency's lease contracts for designated items.

A variety of products that may be used in ITC construction and operations are subject to such requirements, including construction-phase materials (i.e., building insulation products, carpet/carpet cushion, cement and concrete containing coal flyash and ground granulated blast furnace slag, consolidated/reprocessed latex paint, floor tiles, laminated paperboard, flowable fill, patio blocks, and structural fiberboard) and operational materials (i.e., garden and soaker hoses, hydraulic mulch, plastic lumber landscaping timbers/posts, lawn/garden edging, and compost made from yard trimmings/food waste). Details on product requirements and recycled content material are available at http://www.epa.gov/cpg_products.htm. Information on designated products, recommended recycled content levels, and vendors is available on EPA's Comprehensive Procurement Guidelines website at <http://www.epa.gov/cpg>. Publications on the Comprehensive Procurement Guidelines and the Buy Recycled Series are available from EPA's RCRA Hotline, 1-800-424-9346. EPA Region IX's contact on procuring recycled materials is Timonie Hood, Solid Waste Program at (415)744-1113, email at hood.timonie@epa.gov.

The project's operational phase also holds recycling opportunities that were not addressed in the DEIS/R. Materials to be recycled during the operational phase include beverage containers (glass, plastic, aluminum, and mixed metal) and printed material (newsprint, magazines, etc) from ITC patrons. Appropriate recycling commitments should be reflected in the Final EIS/R (FEIS/R) and the NEPA Record of Decision. As noted, a strong recycling component for project construction and operation helps Placer County meet its obligations under the Integrated Waste Management Act.

POLLUTION PREVENTION

We are concerned that the DEIS/R did not reflect the Council on Environmental Quality's (CEQ) memorandum to Federal agencies on integrating pollution prevention features in Federal projects under the National Environmental Policy Act (NEPA) and in subsequent NEPA decision-making. CEQ encourages Federal agencies to incorporate pollution prevention techniques into both NEPA planning and NEPA decisions. A copy of CEQ's guidance, published in the 1/29/93 Federal Register, is enclosed for your reference. The DEIS/R also does not reflect Executive Order 13101, "*Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition*," signed by the President in 1998. Opportunities to prevent pollution may develop as project planning and development moves forward. Appropriate pollution prevention commitments for ITC construction and operation should be in the FEIS/R and Record of Decision. One key aspect of pollution prevention in ITC construction and operation is solid waste recycling. Another pollution prevention feature for a project of this type is to avoid, as fully as possible, the loss and destruction of habitat areas, e.g., locating the project in a previously-disturbed area rather than building in an undisturbed area. This would be more preferable in terms of minimizing impacts to species and their habitat.

EDITORIAL

1. The DEIS/R (p. 5-1) indicates that the 64-acre tract "is a parcel of National Forest land." However, page S-1 states that Placer County "will require approval of conditional use permits by the Planning Commission for the construction and operation of the Proposed Project." The FEIS/R should clarify why project construction and operation on Federal land requires county permits.
2. Page 20-2 states that public meetings and comments provided to the sponsoring agencies led to a decision to prepare this EIS/R, indicating that "Placer County made this decision on May 12, 1999 and the Forest Service . . . subsequently concurred." We are concerned with this wording, which seems to imply that a non-Federal entity (county) made a decision as to the level of NEPA compliance (EIS vs. EA) required of the lead Federal agency. In a similar vein, Federal agencies refrain from informing State and local agencies in California as to the appropriate level of documentation under the California Environmental Quality Act (CEQA). The statement noted on page 20-2 should be clarified in the FEIS/R.
3. Pages 20-3 and 20-4 identifies those involved in preparing the DEIS/R. All three entities (Balloffet and Associates, Inc; LSC Transportation Consultants, Inc; and Crane Transportation Group) are consultants. There is no indication of Forest Service involvement in EIS preparation, review or oversight. This should be clarified in the Final EIS/R, specifically, the level of Forest Service involvement in preparing the DEIS/R and Forest Service personnel involved in the document's preparation.

SUMMARY OF EPA RATING DEFINITIONS

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This rating system was developed as a means to summarize EPA's level of concern with a proposed action. The ratings are a combination of alphabetical categories for evaluation of the environmental impacts of the proposal and numerical categories for evaluation of the adequacy of the EIS.

ENVIRONMENTAL IMPACT OF THE ACTION

"LO" (Lack of Objections)

The EPA review has not identified any potential environmental impacts requiring substantive changes to the proposal. The review may have disclosed opportunities for application of mitigation measures that could be accomplished with no more than minor changes to the proposal.

"EC" (Environmental Concerns)

The EPA review has identified environmental impacts that should be avoided in order to fully protect the environment. Corrective measures may require changes to the preferred alternative or application of mitigation measures that can reduce the environmental impact. EPA would like to work with the lead agency to reduce these impacts.

"EO" (Environmental Objections)

The EPA review has identified significant environmental impacts that must be avoided in order to provide adequate protection for the environment. Corrective measures may require substantial changes to the preferred alternative or consideration of some other project alternative (including the no action alternative or a new alternative). EPA intends to work with the lead agency to reduce these impacts.

"EU" (Environmentally Unsatisfactory)

The EPA review has identified adverse environmental impacts that are of sufficient magnitude that they are unsatisfactory from the standpoint of public health or welfare or environmental quality. EPA intends to work with the lead agency to reduce these impacts. If the potentially unsatisfactory impacts are not corrected at the final EIS stage, this proposal will be recommended for referral to the CEQ.

ADEQUACY OF THE IMPACT STATEMENT

Category 1" (Adequate)

EPA believes the draft EIS adequately sets forth the environmental impact(s) of the preferred alternative and those of the alternatives reasonably available to the project or action. No further analysis or data collection is necessary, but the reviewer may suggest the addition of clarifying language or information.

"Category 2" (Insufficient Information)

The draft EIS does not contain sufficient information for EPA to fully assess environmental impacts that should be avoided in order to fully protect the environment, or the EPA reviewer has identified new reasonably available alternatives that are within the spectrum of alternatives analysed in the draft EIS, which could reduce the environmental impacts of the action. The identified additional information, data, analyses, or discussion should be included in the final EIS.

"Category 3" (Inadequate)

EPA does not believe that the draft EIS adequately assesses potentially significant environmental impacts of the action, or the EPA reviewer has identified new, reasonably available alternatives that are outside of the spectrum of alternatives analysed in the draft EIS, which should be analysed in order to reduce the potentially significant environmental impacts. EPA believes that the identified additional information, data, analyses, or discussions are of such a magnitude that they should have full public review at a draft stage. EPA does not believe that the draft EIS is adequate for the purposes of the NEPA and/or Section 309 review, and thus should be formally revised and made available for public comment in a supplemental or revised draft EIS. On the basis of the potential significant impacts involved, this proposal could be a candidate for referral to the CEQ.

*From EPA Manual 1640, "Policy and Procedures for the Review of Federal Actions Impacting the Environment."

7360-01-J19-2026
 Beverly L. Millman,
 Executive Director,
 [FR Doc. 93-2187 Filed 1-28-93; 8:45 am]
 BILLING CODE 4420-33-M

COUNCIL ON ENVIRONMENTAL QUALITY

National Environmental Policy Act; Pollution Prevention

AGENCY: Council on Environmental Quality, Executive Office of the President.

ACTION: Information only—memorandum to head of Federal departments and agencies regarding pollution prevention and the National Environmental Policy Act.

SUMMARY: This memorandum provides guidance to the federal agencies on incorporating pollution prevention principles, techniques, and mechanisms into their planning and decisionmaking processes and evaluating and reporting those efforts in documents prepared pursuant to the National Environmental Policy Act.

FOR FURTHER INFORMATION CONTACT: Lucinda Low Swartz, Deputy General Counsel, Council on Environmental Quality, 722 Jackson Place NW., Washington, DC 20503. Telephone: 202/395-5754.

SUPPLEMENTARY INFORMATION:

Memorandum

To: Heads of Federal Departments and Agencies
 From: Michael R. Deland
 Subject: Pollution Prevention and the National Environmental Policy Act
 Date: January 12, 1993

Introduction

Although substantial improvements in environmental quality have been made in the last 20 years by focusing federal energies and federal dollars on pollution abatement and on cleaning up pollution once it has occurred, achieving similar improvements in the future will require that polluters and regulators focus more on their efforts on pollution prevention. For example, reducing non-point source pollution—such as runoff from agricultural lands and urban roadways—and addressing cross-media environmental problems—such as the solid waste disposal problem posed by the sludge created in the abatement of air and water pollution—may not be possible with “end-of-the-pipe” solutions.

Pollution prevention techniques seek to reduce the amount and/or toxicity of

pollutants being generated. In addition, such techniques promote increased efficiency in the use of raw materials and in conversation of natural resources and can be a most cost-effective means of controlling pollution than does direct regulation. Many strategies have been developed and used to reduce pollution and protect resources, including using fewer toxic inputs, redesigning products, altering manufacturing and maintenance processes, and conserving energy.¹

This memorandum seeks to encourage all federal departments and agencies, in furtherance of their responsibilities under the National Environmental Policy Act (NEPA), to incorporate pollution prevention principles, techniques, and mechanisms into their planning and decisionmaking processes and to evaluate and report those efforts, as appropriate, in documents prepared pursuant to NEPA.

Background

NEPA provides a longstanding umbrella for a renewed emphasis on pollution prevention in all federal activities. Indeed, NEPA's very purpose is “to promote efforts which will prevent or eliminate damage to the environment * * *” 42 U.S.C. 4321.

Section 101 of NEPA contains Congress' express recognition of “the profound impact of man's activity on the interrelations of all components of the natural environment” and declaration of the policy of the federal government “to use all practicable means and measures * * * to create and maintain conditions under which man and nature can exist in productive harmony * * *” 42 U.S.C. 4331(a). In order to carry out this environmental policy, Congress required all agencies of the federal government to act to preserve, protect, and enhance the environment. See 42 U.S.C. 4331(b).

Further, section 102 of NEPA requires the federal agencies to document the consideration of environmental values in their decisionmaking in “detailed statements” known as environmental impact statements (EIS). 42 U.S.C. 4332(2)(c). As the United States Supreme Court has noted, the “sweeping policy goals announced in section 101 of NEPA are thus realized through a set of ‘action-forcing’ procedures that require that agencies take a ‘hard look’ at environmental consequences.” *Robertson v. Methow*

¹ For a discussion of such strategies and activities, see the Council on Environmental Quality's 20th *Environmental Quality* report, at 215-257 (1989); 21st *Environmental Quality* report, at 79-133 (1990); and 22nd *Environmental Quality* report, at 151-158 (1991).

Valley Citizens Council, 490 U.S. 332 (1989).

The very premise of NEPA's policy goals, and the thrust for implementation of those goals in the federal government through the EIS process, is to avoid, minimize, or compensate for adverse environmental impacts before an action is taken. Virtually the entire structure of NEPA compliance has been designed by CEQ with the goal of preventing, eliminating, or minimizing environmental degradation. Thus, compliance with the goals and procedural requirements of NEPA, thoughtfully and fully implemented, can contribute to the reduction of pollution from federal projects, and from projects funded, licensed, or approved by federal agencies.

Defining Pollution Prevention

CEQ defines and uses the term “pollution prevention” broadly. In keeping with NEPA and the CEQ regulations implementing the procedural provisions of the statute, CEQ is not seeking to limit agency discretion in choosing a particular course of action, but rather is providing direction on the incorporation of pollution prevention considerations into agency planning and decisionmaking.

“Pollution prevention” as used in this guidance includes, and is not limited to, reducing or eliminating hazardous or other polluting inputs, which can contribute to both point and non-point source pollution; modifying manufacturing, maintenance, or other industrial practices; modifying product designs; recycling (especially in-process, closed loop recycling); preventing the disposal and transfer of pollution from one media to another; and increasing energy efficiency and conservation. Pollution prevention can be implemented at any stage—input, use or generation, and treatment—and may involve any technique—process modification, waste stream segregation, inventory control, good housekeeping or best management practices, employee training, recycling, and substitution. Indeed, any reasonable mechanism which successfully avoids, prevents, or reduces pollutant discharges or emissions other than by the traditional method of treating pollution at the discharge end of a pipe or a stack should, for purposes of this guidance, be considered pollution prevention.²

² It should be noted that EPA, in accordance with the Pollution Prevention Act of 1990 (Pub. L. 101-508, 6601 et seq.), uses a different definition, one which describes pollution prevention in terms of source reduction and other practices which reduce or eliminate the creation of pollutants through increased efficiency in the use of raw materials.

Federal Agency Responsibilities

Pursuant to the policy goals found in NEPA section 101 and the procedural requirements found in NEPA section 102 and in the CEQ regulations, the federal departments and agencies should take every opportunity to include pollution prevention considerations in the early planning and decisionmaking processes for their actions, and, where appropriate, should document those considerations in any EISs or environmental assessments (EA) prepared for those actions.³ In this context, federal actions encompass policies and projects initiated by a federal agency itself, as well as activities initiated by a non-federal entity which need federal funding or approval. Federal agencies are encouraged to consult EPA's Pollution Prevention Information Clearinghouse which can serve as a source of innovative ideas for reducing pollution.

1. Federal Policies, Projects, and Procurements

The federal government develops and implements a wide variety of policies, legislation, rules, and regulations; designs, constructs, and operates its own facilities; owns and manages millions of acres of public lands; and has a substantial role as a purchaser and consumer of commercial goods and services—all of these activities provide tremendous opportunities for pollution prevention which the federal agencies should grasp to the fullest extent practicable. Indeed, some agencies have already begun their own creative pollution prevention initiatives:

Land Management

The United States Forest Service has instituted best management practices on several national forests. These practices include leaving slash and downed logs in harvest units, maintaining wide

buffer zones around streams, and encouraging biological diversity by mimicking historic burn patterns and other natural processes in timber sale design and layout. The beneficial effects have been a reduction in erosion, creation of fish and wildlife habitat, and the elimination of the need to burn debris after logging—in other words, a reduction of air and water pollution.

The National Park Service and the Bureau of Reclamation have implemented integrated pest management programs which minimize or eliminate the use of pesticides. In addition, in some parks storm water runoffs from parking lots have been eliminated by replacing asphalt with the use of a "geo-block" system (interlocking concrete blocks with openings for grass plantings). The lot is mowed as a lawn but has the structural strength to support vehicles.

The Tennessee Valley Authority (TVA) has developed a transmission line right-of-way maintenance program which requires buffer zones around sensitive areas for herbicide applications and use of herbicides which have soil retention properties which allow less frequent treatment and better control. TVA is also testing whole tree chipping to clear rights-of-way in a single pass application, allowing for construction vehicle access but reducing the need for access roads with the nonpoint source pollution associated with leveling, drainage, or compaction. In addition, TVA is using more steel transmission line poles to replace traditional wooden poles which have been treated with chemicals.

For construction projects it undertakes, the Department of Veterans Affairs discusses in NEPA documents and implements pollution prevention measures such as oil separation in storm water drainage of parking structures, soil erosion and sedimentation controls, and the use of recycled asphalt.

Office Programs

Many agencies, including the Department of Agriculture's Economic Research Service and Soil Conservation Service, Department of the Army, Department of the Interior, Consumer Product Safety Commission, and Tennessee Valley Authority, have implemented pollution prevention initiatives in their daily office activities. These initiatives embrace recycling programs covering items such as paper products (e.g., white paper, newsprint, cardboard), aluminum, waste oil, batteries, tires, and scrap metal; procurement and use of "environmentally safe" products and products with recycled material content

(e.g., batteries, tires, cement mixed with fly ash and recycled oil, plastic picnic tables); purchase and use of alternative-fueled vehicles in agency fleets; and encouragement of carpooling with employee education programs and locator assistance.

In planning the relocation of its headquarters, the Consumer Product Safety Commission (CPSC) is considering only buildings located within walking distance of the subway system as possible sites. By conveniently siting its headquarters facility, CPSC expects to triple the number of employees relying on public transportation for commuting and to substantially increase the number of agency visitors using public transportation for attendance at agency meetings or events.

Waste Reduction

The Department of Energy (DOE) has instituted an aggressive waste minimization program which has produced substantial results. DOE's nuclear facilities have reduced the sizes of radiological control areas in order to reduce low-level radioactive waste. Other facilities have scrap metal segregation programs which reduce solid waste and allow useable material to be sold and recycled. DOE facilities also are replacing solvents and cleaners containing hazardous materials with less or non-toxic materials.

The Department of the Army has a similar waste reduction program and is vigorously pursuing source reduction changes to industrial processes to eliminate toxic chemical usage that ultimately generates hazardous wastes. The Army's program includes material substitution techniques as well as alternative application technologies. For example, in an EIS and subsequent record of decision for proposed actions on Kwajalein Atoll, the Army committed to segregate solvents from waste oils in the Kwajalein power plant which will prevent continual contamination of large quantities of used engine oil with solvents. Oil recycling equipment will also be installed on power plant diesel generators allowing reuse of waste oil.

The Federal Aviation Administration (FAA) has also implemented a waste minimization program designed to eliminate or reduce the amount and toxicity of wastes generated by all National Airspace System facilities. This program includes using chemical life extenders and recycling additives to reduce the quantity and frequency of wastes generated at FAA facilities and providing chlorofluorocarbon (CFC) recycling equipment to each sector in

energy, water, or other resources or the protection of natural resources by conservation. "Source reduction" is defined as any practice which reduces the amount of any hazardous substance, pollutant, or contaminant entering any waste stream or otherwise released into the environment prior to recycling, treatment, or disposal and which reduces the hazards to public health and the environment associated with the release of such substances, pollutants, or contaminants.

³ Under section 309 of the Clean Air Act (42 U.S.C. 7609), EPA is directed to review and comment on all major federal actions, including construction projects, proposed legislation, and proposed regulations. In addition, the Pollution Prevention Act of 1990 directs EPA to encourage source reduction practices in other federal agencies. EPA is using this authority to identify opportunities for pollution prevention in the federal agencies and to suggest how pollution prevention concepts can be addressed by the agencies in their EISs and incorporated into the wide range of government activities.

the FAA to that CFCs used in industrial chillers, refrigeration equipment, and air conditioning units can be recaptured, recycled, and reused.

Inventory Control

DOS is improving procurement and inventory control of chemicals and control of materials entering radiologically controlled areas. This can minimize or prevent non-radioactive waste from entering a radioactive waste stream, thus reducing the amount of low-level waste needing disposal.

In two laboratories operated by the Consumer Product Safety Commission, pollution prevention is being practiced by limiting quantities of potentially hazardous materials on hand.

The Tennessee Valley Authority's nuclear program has established a chemical traffic control program to control the use of disposal of hazardous materials. As a result of the program, hazardous materials are being replaced by less hazardous alternatives and use of hazardous chemicals and products has been reduced by 66%.

2. Federal Approvals

In addition to initiating their own policies and projects, federal agencies provide funding in the form of loans, contracts, and grants and/or issue licenses, permits, and other approvals for projects initiated by private parties and state and local government agencies. As with their own projects and consistent with their statutory authorities, federal agencies could urge private applicants to include pollution prevention considerations into the siting, design, construction, and operation of privately owned and operated projects. These considerations could then be included in the NEPA documentation prepared for the federally-funded or federally-approved project, and any pollution prevention commitments made by the applicant would be monitored and enforced by the agency. Thus, using their existing regulatory authority, federal agencies can effectively promote pollution prevention throughout the private sector. Below are some existing examples of incorporation of pollution prevention into federal approvals:

The Nuclear Regulatory Commission has required licensees to perform mitigation measures during nuclear power plant construction. These measures include controlling drainage by means of ditches, berms, and sedimentation basins; prompt revegetation to control erosion; and stockpiling and reusing topsoil. Similarly, mitigation measures required during the construction of transmission

facilities include the removal of vegetation by cutting and trimming rather than bulldozing and avoiding multiple stream crossings, wet areas, and areas with steep slopes and highly erodible soils. The mitigation conditions in licenses serve to prevent pollution from soil erosion and to minimize waste from construction.

In the implementation of its programs, the Department of Agriculture encourages farmers to follow management practices designed to reduce the environmental impacts of farming. Such practices include using biological pest controls and integrated pest management to reduce the toxicity and application of pesticides, controlling nutrient loadings by installing buffer strips around streams and replacing inorganic fertilizers with animal manures, and reducing soil erosion through modified tillage and irrigation practices. Further, encouraging the construction of structures such as waste storage pits, terraces, irrigation water conveyances or pipelines, and lined or grassed waterways reduces runoff and percolation of chemicals into the groundwater.

The Department of Transportation's Maritime Administration is conducting research on a Shipboard Piloting Expert System. If installed on vessels, this system would provide a navigation and pilotage assistance capability which would instantly provide warnings to a ship master or pilot of pending hazards and recommended changes in vessel heading to circumvent the hazard. The system could prevent tanker collisions or groundings which cause catastrophic releases of pollutants.

The Department of the Interior's Minerals Management Service (MMS) prepares EISs which examine the effects of potential Outer Continental Shelf (OCS) oil exploration on the environment and the various mitigation measures that may be needed to minimize such effects. Some pollution prevention measures which are analyzed in these EISs and which have been adopted for specific lease sales include measures designed to minimize the effects of drilling fluids discharge, waste disposal, oil spills, and air emissions. For example, MMS requires OCS operations to use curbs, gutters, drip pans, and drains on drilling platforms and rig decks to collect contaminants such as oil which may be recycled.

Incorporating Pollution Prevention Into NEPA Documents

NEPA and the CEQ regulations establish a mechanism for building

environmental considerations into federal decisionmaking. Specifically, the regulations require federal agencies to "integrate the NEPA process with other planning at the earliest possible time to insure that planning and decisions reflect environmental values, to avoid delays later in the process, and to head off potential conflicts." 40 CFR 1501.2. This mechanism can be used to incorporate pollution prevention in the early planning stages of a proposal.

In addition, prior to preparation of an EIS, the federal agency proposing the action is required to conduct a scoping process during which the public and other federal agencies are able to participate in discussions concerning the scope of issues to be addressed in the EIS. See 40 CFR 1501.7. Including pollution prevention as an issue in the scoping process would encourage those outside the federal agency to provide insights into pollution prevention technologies which might be available for use in connection with the proposal or its possible alternatives.

Pollution prevention should also be an important component of mitigation of the adverse impacts of a federal action. To the extent practicable, pollution prevention considerations should be included in the proposed action and in the reasonable alternatives to the proposal, and should be addressed in the environmental consequences section of the EIS. See 40 CFR 1502.14(f), 1502.16(h), and 1508.20.

Finally, when an agency reaches a decision on an action for which an EIS was completed, a public record of decision must be prepared which provides information on the alternatives considered and the factors weighed in the decisionmaking process. Specifically, the agency must state whether all practicable means to avoid or minimize environmental harm were adopted, and if not, why they were not. A monitoring and enforcement program must be adopted if appropriate for mitigation. See 40 CFR 1505.2(c). These requirements for the record of decision and for monitoring and enforcement could be an effective means to inform the public of the extent to which pollution prevention is included in a decision and to outline how pollution prevention measures will be implemented.

A discussion of pollution prevention may also be appropriate in an EA. While an EA is designed to be a brief discussion of the environmental impacts of a particular proposal, the preparer could also include suitable pollution prevention techniques as a means to lessen any adverse impacts identified.

See 40 CFR 1508.9. Pollution prevention measures which contribute to an agency's finding of no significant impact must be carried out by the agency or made part of a permit or funding determination.

Conclusion

Pollution prevention can provide both environmental and economic benefits, and CEQ encourages federal agencies to consider pollution prevention principles in their planning and decisionmaking processes in accordance with the policy goals of NEPA Section 101 and to include such considerations in documents prepared pursuant to NEPA section 102, as appropriate.⁴ In its role as a regulator, a policymaker, a manager of federal lands, a grantor of federal funds, a consumer, and an operator of federal facilities which can create pollution, the federal government is in a position to help lead the nation's efforts to prevent pollution before it is created. The federal agencies should act now to develop and incorporate pollution prevention considerations in the full range of their activities.

David B. Struba,
Chief of Staff.

[FR Doc. 93-2104 Filed 1-28-93; 8:45 am]
BILLING CODE 3125-01-M

DEPARTMENT OF DEFENSE

GENERAL SERVICES ADMINISTRATION

NATIONAL AERONAUTICS AND SPACE ADMINISTRATION

[OMB Control No. 9000-0058]

Clearance Request for Schedules for Construction Contracts

AGENCIES: Department of Defense (DOD), General Services Administration (GSA), and National Aeronautics and Space Administration (NASA).

ACTION: Notice of request for an extension to an existing OMB clearance (9000-0058).

SUMMARY: Under the provisions of the Paperwork Reduction Act of 1980 (44 U.S.C. 35), the Federal Acquisition Regulation (FAR) Secretariat has submitted to the Office of Management and Budget (OMB) a request to review and approve an extension of a currently approved information collection

⁴ As a guidance document, this memorandum does not impose any new legal requirements on the agencies and does not require any changes to be made to any existing agency environmental regulations.

requirement concerning Schedules for Construction Contracts.

FOR FURTHER INFORMATION CONTACT:
Beverly Fayson, Office of Federal Acquisition Policy, GSA, (202) 501-4755.

SUPPLEMENTARY INFORMATION:

A. Purpose

Federal construction contractors may be required to submit schedules, in the form of a progress chart, showing the order in which the contractor proposes to perform the work. Actual progress shall be entered on the chart as directed by the contracting officer. This information is used to monitor progress under a Federal construction contract when other management approaches for ensuring adequate progress are not used.

B. Annual Reporting Burden

The annual reporting burden is estimated as follows: Respondents, 2,500; responses per respondent, 2; total annual responses, 5,200; preparation hours per response, 1; and total response burden hours, 5,200.

OBTAINING COPIES OF PROPOSALS:

Requester may obtain copies of OMB applications or justifications from the General Services Administration, FAR Secretariat (VRS), room 4037, Washington, DC 20405, telephone (202) 501-4755. Please cite OMB Control No. 9000-0058, Schedules for Construction Contracts, in all correspondence.

Dated: January 21, 1993.

Beverly Fayson,

FAR Secretariat.

[FR Doc. 93-2148 Filed 1-28-93; 8:45 am]

BILLING CODE 4420-34-M

Department of the Air Force

USAF Scientific Advisory Board; Meeting

The Architecture & Assessment Panel of the USAF Scientific Advisory Board's Committee on Options for Theater Air Defense will meet on 24 February 1993, at Headquarters ACC, Langley AFB, VA from 8 a.m. to 5 p.m.

The purpose of this meeting will be to gather information, receive briefings on issues related to theater air defense. The meeting will be closed to the public in accordance with section 552b(c) of title 5, United States Code, specifically subparagraphs (1) and (4) thereof.

For further information, contact the Scientific Advisory Board Secretariat at (703) 697-4811.

Patsy J. Conner,
Air Force Federal Register, Liaison Officer.
[FR Doc. 93-2199 Filed 1-28-93; 8:45 am]
BILLING CODE 3910-01-M

DEPARTMENT OF EDUCATION

Indian Education National Advisory Council; Meeting

AGENCY: National Advisory Council on Indian Education, Education.

ACTION: Notice of open meeting.

SUMMARY: This notice sets forth the schedule and proposed agenda of a forthcoming meeting of the Executive Committee of the National Advisory Council on Indian Education. This notice also describes the functions of the Council. Notice of this meeting is required under section 10(a)(2) of the Federal Advisory Committee Act.

DATES AND TIMES: February 22-23, 1993, from 8:30 a.m. to 5 p.m. each day.

ADDRESS: The meeting will be held at the Sheraton Inn Tampa, 7401 East Hillsboro Avenue, Tampa, Florida, 33610, 813/626-0999.

FOR FURTHER INFORMATION CONTACT:
Robert K. Chiago, Executive Director, National Advisory Council on Indian Education, 330 C Street SW., room 4072, Switzer Building, Washington, DC 20202-7556. Telephone: 202/205-8353.

SUPPLEMENTARY INFORMATION: The National Advisory Council on Indian Education is established under section 5342 of the Indian Education Act of 1988 (25 U.S.C. 2642). The Council is established to, among other things, assist the Secretary of Education in carrying out responsibilities under the Indian Education Act of 1988 (Part C, title V, Pub. L. 100-297) and to advise Congress and the Secretary of Education with regard to federal education programs in which Indian children or adults participate or from which they can benefit.

The meeting is open to the public. The agenda of the Executive Committee of the National Advisory Council on Indian Education includes finalizing recommendations for consideration by the Department of Education and the Congress relative to the reauthorization of the Office of Elementary and Secondary Education (OESE) Act. The current Act is due to expire on October 1, 1993. Additionally the Executive Committee will finalize dates and locations for a series of hearings to be held in conjunction with the

PATRICK N. McCARTY

July 10, 2000

Lake Tahoe Basin Management Unit

Colin West
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Dear Mr. West:

I am writing to comment on the plans to construct a Transit Center in addition to the Lake of the Sky Interpretive Center in Tahoe City, California. I am a property owner in the Tavern Shores complex and wish to express my concerns about the proposed project.

I am gravely concerned about this proposed project for several reasons, the first of which is the DEIR/DEIS prepared for the LOTSIC did not incorporate the cumulative impacts of the combined projects on the environment, traffic congestion, air quality, storm run-off and noise pollution. The redirected impacts on adjacent and area properties are particularly troublesome to me.

While I support all of the goals this project hopes to accomplish, I am concerned specifically about this location due to the existing congestion. One would think the goals can best be achieved by keeping this traffic from entering the city. A location outside of town before one gets into Tahoe City would make a lot more sense and most likely have less environmental impact.

Further to the issue, the DEIR/DEIS does not contemplate or address the impacts of Highway 89 being realigned along the western edge of the 64 acres. This is being discussed and proposed, however the DEIR/DEIS does not incorporate this potentially significant change to the traffic flows and the impact analysis.

Additionally, the document proposes using federal transportation funds to finance a portion of the development. Section 4(f) specifically forbids the use of these funds to finance recreational land uses unless the strictest and most stringent conditions are met. The document does not reflect this requirement and does not contemplate meeting these standards.

Finally, the document does not reflect the decision of the prior Forest Supervisor, Mr. Juan Palma to defer the decision as to the exact location of the improvements until analysis of the cumulative impacts could be assessed and incorporated into the planning documents.

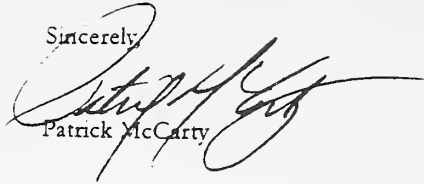
For these reasons and more, the document fails to meet the findings necessary to proceed with this project and planning should be halted until this critical work is completed and the assessment of impacts is properly considered and incorporated into the plan.

Thank you in advance for your consideration of these concerns and hopefully together we can work to achieve a project that will best serve all of the needs of Tahoe City and the Tahoe Basin and for which future generations will look back and say we had the foresight to make the right decisions even when they were tough.

July 10, 2000

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Sincerely,

A handwritten signature in black ink, appearing to read "Patrick McCarty", written over the printed name.

Patrick McCarty

7/17/00

Received
7/20/00

Lake Tahoe Basin Mang. Unit
Attn: Colin West
870 Emerald Bay Rd.
South Lake Tahoe CA 96105

Subject: 64-Acre Tract Intermodal Transit Center DEIR/DEIS

As owners of a unit located at Tavern Shores, #248, Tahoe City, CA, since 1969, we would like to register our objections to these Draft Statements.

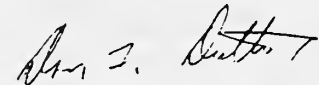
We feel that the three Agencies involved in formulating these Drafts have determined that they do not have to follow any guide lines that have been established since 1983, when a good plan was established.

With all of the Drafts that have been written regarding the land use of this property - 64 Acre Tract, no one has taken into account the effect of a parking area the size of Albertson's and the Bank of America in order to build a Transit Area and Interpertaive Center on Lake Tahoe.

Everyone talks about the Environment, but you the three agencies and Cal Trans ignore it and continue to push and destroy a piece of property that should contribute to the Environment.

Get together and force Cal Tans to realign Hwy. 89 so that it skirts the western edge of this acerage and establish the Transit on the riverside of the property.

Sincerely yours,



Dan F. Dutton
265 Mt. Hamilton Ave.
Los Altos CA 94022
650-948-1110

cc: Tavern Shores Prop. Assoc.

Lake Tahoe Basin Management Unit
Attention: Colin West
870 Emerald Bay Road
South Lake Tahoe, Ca. 96150

Received
7/29/00

(26)

July 17, 2000

Dear Sir:

Thank you for sending me a copy of The 64-acre Tract
Intermodal Transit Center (May 2000).

Having reviewed This document I have several comments:

- The increase in parking over The current site today is very, very minor! The cost per additional space must be impossible to justify. I would appreciate someone doing This analysis and making The results public.
- The Interpretive Center will bring additional people to a location that is already over a reasonable level. Why does the government want to spend our money to bring more people into The Basin and only provide a few extra parking spaces?
- This report fails to examine The cumulative effect of Both a Transit Center and an Interpretive Center
- This report does not really examine putting lots on The other side of The Highway away from The Lake.
- Further This report does not include as an alternative The resolution proposed in 1999 with Forest Supervisor Juan Palma

Again, I would like to request That The Governmental Agencies (all of them) review The Purpose & Need... create some new alternatives... so That The congestion on Hy 89 be greatly reduced. This entire 31b. Report just adds to The congestion. A 60 or 130 car parking lot will not impact any improvement.

Your consideration of This request is greatly appreciated.
Thank you.

Sincerely,
William J. Alcott
(Homeowner - Tahoe City)
1507 Louise Ct.
Palo Alto, Ca. 94303

cc: Jim Allison
Bill Combs

Gary and Donna Sherrard
2170 Greenways Drive
Woodside, CA 94062
650-~~45~~368-8141

Received
7/21/00

(21)

Lake Tahoe Basin Management Unit
Attention: Colin West
870 Emerald Bay Road
South Lake Tahoe, CA 96150

July 20, 2000

Dear Mr. West:

I personally voiced my objections to the proposed 64 Acre Tract Intermodal Transit Center at the June 14, 2000 Tahoe Regional Planning Agency Advisory Planning Commission Hearing in Kings Beach and hope my comments are part of the record you will review before approving this Center. In case they are not, I want to outline some of them here.

First and foremost the Transit Center will serve no useful purpose and will destroy a precious piece of natural Lake Tahoe. It will waste millions of our public dollars. As was acknowledged by the "experts" hired by the proponents it will, in fact, exacerbate the nightmarish traffic congestion that exists in the area and this will add to pollution.

The proposed Transit Center appears to be some kind of stepping stone or back door means by which the US Forest Service will eventually get its Lake of the Sky Interpretive Center which will further destroy this natural, pristine, open to the public, beautiful piece of property. We do not need this Center. If it must be built it should never be built on the lake.

There appear to be a number of flaws or omissions in the Draft Environmental Impact Report which should put a stop to this ill advised Transit Center.

This is recreational land at its finest and Section 4(f) of the DOT Act restricts the use of federal funds to develop recreational land. The Lake of the Sky Interpretive Center is part of the DEIR but it is ignored in the land impact analysis and the cumulative effect would be an environmental disaster. Also, the DEIR does not acknowledge an agreement US Forest Supervisor Juan Palma made with property owners in the area restricting the Lake of the Sky Interpretive Center (if it is ever built) to the West side

of Highway 89.

If relief of traffic congestion and the resulting decrease in pollution are the justification for the Transit Center why doesn't the DEIR address the ramifications and considerable benefits of a Highway 89 bypass along the western edge of the 64 acres? This is the only plan that would unquestionably relieve the huge traffic backup that occurs at the "wye".

I recently spent the week of July 4th at Tahoe Tavern. Here is what I observed:

Traffic backed up along northbound Highway 89 every day. The 16 parking spaces on the east side of 89, near Tavern Shores were almost never used. Once there was one SUV parked there. If merchants need parking why are they not using this handy free space now?

I watched the TART and Trolley buses on several occasions and neither are being used except sparingly. Of the four buses I checked on July 5 and 6 at the Bank of America stop in Tahoe City two were empty and one had 2 bikes on the rack and all I could see were 3 passengers. The last bus I checked had 2 passengers. No one was waiting at the stop and no one got on any of the buses. I believe my observations were typical and I have to think the 250,000 riders annually as reported by Will Garner, Placer County's Transportation Supervisor are a figment of someone's imagination. If not this, then bus ridership in Truckee or elsewhere on the North Shore must be pretty heavy and a Transit Center will not serve any of those people.

I could go on listing numerous other flaws with the DEIR and reasons not to build this Center but I really hope wiser heads will prevail and put a stop to this ill conceived plan that will not solve any problems, will cost a lot of money and, most importantly, will destroy one of Lake Tahoe's most beautiful and few remaining natural areas. Please save Lake Tahoe!!

Respectfully yours,


Gary Sherrard

cc: Jim Allison, TRPA and Bill Combs, Placer County

(22)

James C. Plehn
Box 125
Tahoe City CA 96145
(530) 583-3893

July 20, 2000

Lake Tahoe Basin Management Unit
Att: Colin West
870 Emerald Bay Rd.
South Lake Tahoe, CA 96150

Received 7/20/00 Jee

The following are my comments on the Draft Environmental Impact Report for the 64-Acres Tract Intermodal Center.

I am a landowner within the region of influence of this project along the Truckee River, as defined in Chapter 16.

I have concerns with possible impacts in three important areas; Parking, Recreation and Biological. A review of the Summary of Impacts and Mitigations shows that a Parking Management Program has a major role as a mitigation measure in these same three areas. I will therefore, address my comments to its role as it relates to these areas.

Chapter 8 Parking:

In the standards of significance, I believe that there was documentation presented by Kim Hoskins of the Placer County Sheriff's Department that "additional availability would result in increased recreational use of the river." This documentation was also presented to the Truckee River CRMP Recreation Sub-committee regarding the former Payless Parking Site along with observations that a majority of these vehicles were river users. (This lot was not used for parking prior to around 1996). Her records also show that approximately 2 times the intended numbers currently park at the 64-Acres during peak usage times. A majority of these are also river recreation users. In addition, there has been much evidence presented to Placer County that increased recreational use results in increased damage to riparian areas, enough so that the Placer County Board of Supervisors in 1997 asked for the establishment of the Truckee River CRMP to study the issue of carrying capacity for numbers of recreation users. This had also been required in the 1988 "Site Development for the 64-Acres Public Access", Appendix A, Management Requirements and Constraints #1. (see attachments) I believe therefore that it is important for this mitigation 8-1 to include the need to limit recreational parking to the originally intended 56 paved spaces.

Chapter 14 Recreation:

The Truckee River CRMP as mentioned in Chapter 14, was successful in defining issues and developed a proposal for a study to determine carrying capacity and a River Management Plan for the recreational sub-committee was dissolved after funding could not be found, so this task remains incomplete. I still question the

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Standards of Significance as I did in my original comments (Document 57). It seems as though Forest Service Prescription 5 contradicts TRPA Goal #1 and also the Forest Service own Practice 7. The Environmental Setting and Impact 14-2 talks about recreation opportunities off site; however, Mitigation 14-2 does not indicate if commercial raft customers would be able to use the intermodal lot if commercial raft parking in town was full and they did not wish to drive to remote parking lots near River Ranch.

Chapter 16 Biological:

Impact 16-1 should include mention of the potential to effect the Lahontan Cutthroat Trout reintroduction effort by the U.S. Fish and Wildlife Service.

Summary:

As the Parking Management Program is an important mitigation measure in three different in three different areas, I believe it needs more detailed consideration. I believe it needs to consider:

- 1, limiting recreation parking to the original 56 paved spaces and not allow parking along the shoulder of the river access road or in the woods
2. needs to consider whether to allow parking for commercial raft patrons in the Intermodal Lot
3. needs a guaranteed permanent funding source (The crossing guard program referred to in Chapter 9 was discontinued due to funding.)
4. User fees should be considered more seriously and not discarded as indicated in the response to Document 59 in Appendix H pg. 17

There would be no substitution effects if a boater use tag were required to use the river. This could eliminate boaters from parking along SR 89 or elsewhere to access the river. It would provided some control of the number of non-commercial rafters and could allow some education of river users which could lead to a higher quality experience. User fees were considered as an option by the CRMP. Programs such as these are used with great success in many other areas across the country. It could even move the level of impact from not significant to beneficial in the areas of 'Recreation and Biological'.

Thank you for your consideration,
Sincerely,

James C. Plehn



PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue / Auburn, California 95603 / Telephone (916) 889-7470 / FAX (916) 889-7499

NOTICE OF PUBLIC MEETING TRUCKEE RIVER RAFTING ISSUES RECREATION MANAGEMENT AND CARRYING CAPACITY

At the request of the Placer County Board of Supervisors and the North Tahoe Regional Advisory Council (NTRAC), the Planning Department has been directed to organize a meeting of interested agencies and individuals concerned with the recreational uses of the Truckee River corridor, between Tahoe City and Alpine Meadows. In particular, it is expected that those participating will focus their attention on coordinated management of rafting activities in this area, and on recommendations for establishing "carrying capacities" for numbers of recreation users. The Board has directed staff to initiate at least one such meeting, which is the purpose of this notice. The need for future meetings will potentially be determined, based on the results of this initial meeting.

Notice is hereby given that this first meeting will be held on TUESDAY, APRIL 15, 1997, BEGINNING AT 10:00 A.M., (AND LASTING NO LONGER THAN 4:00 P.M.), AT THE BOARD ROOM OF THE TAHOE CITY PUBLIC UTILITY DISTRICT, 221 FAIRWAY DRIVE, TAHOE CITY.

The governmental entities most closely involved in these issues are the Tahoe City Public Utility District (TCPUD), U.S. Forest Service, and Placer County. Placer County is charged with regulation of the commercial rafting operations on the Truckee River. If you would like a copy of the County's Rafting Ordinance prior to the meeting, you may request one by calling our office at 916-889-7470. Thank you for your interest in this matter.

Prepared by: Bill Combs, Senior Planner

Distribution:

Supervisor Rex Bloomfield
Steve Kastan, Field Deputy to Supervisor Bloomfield
Fred Yeager, Planning Director
Wes Zicker, Dept. of Public Works
Lee Hitchcock, Environmental Health
Kim Hosken, Sheriff's Office
Carol Hester, TNT/TMA
Eric Oppenheimer, Lahontan
Don Lane, U.S. Forest Service
Sandy Coombs, TCPUD

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APPENDIX A. MANAGEMENT REQUIREMENTS AND CONSTRAINTS

1. Develop an interagency plan, within five years, for the management of river access.

The provision of parking to rafting recreationists contributes to an easing of the parking and circulation problems around the "Y". But there is more to the problem: the demand and supply of the opportunity, environmental impacts on the entire river, and division of administrative responsibility among the county, state and federal agencies. TRPA's Planning Area Statement 174, Special Policy #2, calls for "a comprehensive environmental analysis of rafting to establish a level of use compatible with the environmental and other constraints of the area." Minimally the parties involved would consist of Placer County, the Forest Service, TRPA, CalTrans, and TCPUD.

2. Improve the quality of the marsh.

The "marsh", 7.4 acres on the south side of the site, while extensively disturbed, remains the locale for the best spring floral displays and fall foliage colors. Numerous shortcut paths will be supplanted by one environmentally sound bike trail. Mitigation for the bike path entails restoration of 1400' (essentially all) of the rut roads. Barriers will be placed to keep wheeled vehicles out.

3. Develop an intersection plan.

A design study will be needed to find the appropriate configuration of the principle intersection on the site. The design will permit left (west) turns for northbound traffic and right (also west) turns for southbound traffic. Pedestrian and bike crossings will be improved over the present. The intersection will allow the extension of left turn pockets and deceleration lanes to accommodate an interpretive center at a later date, whether that center is east or west of the highway.

Lake Tahoe Basin Management Unit
Att: Colin West
870 Emerald Bay Rd.
South Lake Tahoe, CA 96150

*Received
7/20/80
JCL*

I wish to comment and ask a number of questions about the 64-Acre Draft EIR. I commented on the EA and feel that the questions I asked were either ignored, or incorrectly responded to.

I have been working in native plant restoration along the four mile section of the Truckee River below 64-acres since 1978. In 1996, rafting resumed after a number of years of drought. I ended up doing a study of recreation based bank damage with suggestions for changes in policy and presented it to NTRAC. In 1997, Placer County Planning Commission requested that a CRMP be formed to study carrying capacity issues on this section of the river. I participated actively in the CRMP Recreation Committee for three years before it disbanded in May this year. Very little was ever accomplished, but the consensus was that a river management plan is needed. In the 64-Acre Draft EIR there are a number of references to the CRMP solving recreation management issues. I want to make sure everyone understands that there is no longer a committee. Numbers of recreationists on both the bike trail and river continue to rise and there is no management plan in sight.

I remember reading in the 1988 64Acre EIR that a recreation management plan was forthcoming. Why didn't we get one? It seems that we have a cart before the horse situation here with a transportation center being built before we have a plan.

When the 'Payless Parking Lot' existed, in 1996 180 vehicles were parked there on a busy day. At the same time 130 vehicles were parked at 64-Acres and another 50 were parked in dispersed locations along Highway 89. In 1996 numbers of private rafters shot to an all time high and at times exceeded commercial raft patrons. (Trebilcock, 1996 study) In Chapter 8.2 a statement is made that "there is no documentation that additional parking would increase recreation". When the Payless Parking site was eliminated, there was a dramatic decrease in private rafting

(Trebilcock and Placer Raft Monitor Counts 1997-2000). It was frequently discussed at the CRMP Recreation Committee meetings that parking management or lack of parking was the only way to control private raft numbers. (Commercial raft numbers are limited to 200 at a time by ordinance.)

Regarding the parking management plan, is it legal to discriminate in a parking lot? Can you imagine the ugly scenes, letters to the Tahoe World when people are turned away? On the other hand with the proposed parking scheme, commercial raft companies have a lot to gain....close parking for their patrons and employees. On the CRMP monitoring day in 1999, I observed approximately 10 raft company employees parking in 64-Acres beginning at 7:30 am.

In the 64-Acres EIR, there is only a vague description of funding for the proposed parking monitors. What do you propose to insure that parking monitors are funded perpetually? After one year, we have just seen the funding dropped for the private raft monitor in 64-Acres, a position desperately needed. Based on my own bus riding experience, I question how many people will really use the center for transportation. What if they don't? Will you then be pressured to change the balance in parking allocations?

In Chapter 13 (Noise) it is mentioned that revegetation will act as a mitigation for noise. I have 25 years of experience as a landscape contractor, primarily in native plant restoration. It will be 20-30 years at a minimum for noise to be reduced by the installation of plant materials, even if large trees are spaded and planted.

Just for the record, pine martens have been spotted in different locations near 64-Acres and an *Aplodontia rufa*, (mountain beaver) was observed directly across the river from 64-Acres after the 1997 flood. The project may have the potential to impact the USFWS plans to reintroduce the Lahontan Cutthroat trout.

I would appreciate your consideration of my comments and any help your office could give in the development of a recreation management plan for this area.

Sincerely,

Sarah Trebilcock



PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue / Auburn, California 95603 / Telephone (916) 889-7470 / FAX (916) 889-7499

NOTICE OF PUBLIC MEETING TRUCKEE RIVER RAFTING ISSUES RECREATION MANAGEMENT AND CARRYING CAPACITY

At the request of the Placer County Board of Supervisors and the North Tahoe Regional Advisory Council (NTRAC), the Planning Department has been directed to organize a meeting of interested agencies and individuals concerned with the recreational uses of the Truckee River corridor, between Tahoe City and Alpine Meadows. In particular, it is expected that those participating will focus their attention on coordinated management of rafting activities in this area, and on recommendations for establishing "carrying capacities" for numbers of recreation users. The Board has directed staff to initiate at least one such meeting, which is the purpose of this notice. The need for future meetings will potentially be determined, based on the results of this initial meeting.

Notice is hereby given that this first meeting will be held on TUESDAY, APRIL 15, 1997, BEGINNING AT 10:00 A.M., (AND LASTING NO LONGER THAN 4:00 P.M.), AT THE BOARD ROOM OF THE TAHOE CITY PUBLIC UTILITY DISTRICT, 221 FAIRWAY DRIVE, TAHOE CITY.

The governmental entities most closely involved in these issues are the Tahoe City Public Utility District (TCPUD), U.S. Forest Service, and Placer County. Placer County is charged with regulation of the commercial rafting operations on the Truckee River. If you would like a copy of the County's Rafting Ordinance prior to the meeting, you may request one by calling our office at 916-889-7470. Thank you for your interest in this matter.

Prepared by: Bill Combs, Senior Planner

Distribution:

Supervisor Rex Bloomfield
Steve Kastan, Field Deputy to Supervisor Bloomfield
Fred Yeager, Planning Director
Wes Zicker, Dept. of Public Works
Lee Hitchcock, Environmental Health
Kim Hosken, Sheriff's Office
Carol Hester, TNT/TMA
Eric Oppenheimer, Lahontan
Don Lane, U.S. Forest Service
Sandy Coombs, TCPUD

Payson Parking Site July 6, 1996



GB Public Hearing Comments

June 28, 2000

64 Acre Tract Intermodal Transit Center EIR/EIS/EIS Comments

1 Kay Bennett, Governing Board Member

1-1 On the east shore, there is controversy over removing parking. Does this plan contemplate the removal of parking in inappropriate places or places that are unsafe or does it expand what is already there?. How can you make a finding of improving the water quality conditions with the parking offsite in unpaved areas to remain in place? You can't say that sometime in the future that it will be taken care of in 2050. The parking on the shoulders of SR 89 looks awful. Just because shoulder parking is occurring everywhere doesn't mean that it should continue to occur here on these areas near the parcel. To the extent that the inappropriate parking is in the same area as the project we should correct this. We should link this problem to the project to solve the problem. You lose a golden opportunity to address this problem by not doing this right now.

1-2 Isn't the parking on the 89 shoulder a safety issue for this project?

1-3 Are there going to be limitations on hours of parking?

1-4 What are the neighbors concerned about?

2 Don Miner, Governing Board Member

2-1 Are you saying the parking along SR 89 doesn't affect the level of service along 89? Wouldn't shoulder parking be a universal safety issue around the lake? What about bicycle users getting hit by a person in a vehicle opening a door that is parked parallel?

2-2 Is the LOTS itself a trip generator?

2-3 For clarification, the LOTS project is not included in the environmental document until 4 or 5 years out. Do you consider the LOTS in this document? So (based on John Marshall's answer) when the LOTS comes along you would consider it and any impacts such as the 89 shoulder parking.

3 Ron McIntyre, NLTRA, Current TTD Chair, Coalition and FACA; Project Sponsor

3-1 Placer County is putting together a team to address the parking situation Kay Bennett discussed and the study is getting set to go forth right now.

3-2 The forming document for the NLTRA identified the ITC as one of the most important transit projects of the area.

3-3 The NLTRA should be involved with the ITC development.

3-4 NLTRA provided funds that matched with other fees to pay for the document.

3-5 I am frustrated by this process. The project is listed in so many places and yet it isn't going forward. This is an EIP project. If we can't get this done it will postpone solving the transportation projects on the North Shore. The money is in place to do this project now.

4 Antonio Rossman, Tahoe Tavern and Tavern Shores Attorney

- 4-1 We should solve the problem instead of going to the court. There is a way for everyone to get what they want but it is not the way that your staff presented.
- 4-2 TRPA GB is the best hope. We have been talking to the USFS for some time and it is not going as we hoped.
- 4-3 LOTS remains an open question and we would like it to remain open.
- 4-4 The parcel development plan needs to recognize the legitimate rights of all the planning participants and to date, the Tahoe Tavern and Tavern Shores has not been accorded the dignity of participating in a solution.
- 4-5 There are property owners who pre-date the USFS ownership by 18 years and the sense of who came to whom so take place and their concerns are legitimate
- 4-6 A transit facility is a good idea but it shouldn't happen now because of the LOTS questions that need to be resolved.
- 4-7 The 1983 map in the EIS shows a transit facility as a bus stop on 89 across the river. Another feature is the 89 alignment and the LOTS on the map. There has been a dramatic change in the way the USFS presented it then to what they are planning to do now.
- 4-8 The cumulative impact of the LOTS and the ITC are unacceptable to the property owners.
- 4-9 By staying in the area I was able to see how adversely the east side of the highway would be affected if it were to be intensively developed. There will be legitimate threats to property interests.
- 4-10 There will be public values that will be lost because the 1983 map shows the area left for day use for on foot use out of their cars, to enjoy the lake
- 4-11 The cumulative impacts are immense. Traffic, parking, and the big contributor to crossing the highway, pedestrians. If the transit facility is placed there and LOTS is on the lakeside that will undoubtedly make the situation worse. It defies common sense.
- 4-12 Given all these factors the proposed settlement offer was made that would let this project to go forward in a manner that was acceptable to the property owners that will actually improve the conditions. And it would permit the LOTS project to go forward on the riverside if that is what the USFS wanted to do in 5 to 10 years in a manner that will not make things worse.
- 4-13 Cumulative impacts and failure to mitigate them are the biggest problem on our list.
- 4-14 These public hearings increase our anxiety on this process.
- 4-15 The other issue is that there is a legal concern with the 4f findings related to use of recreational land with all possible planning to mitigate the harm.
- 4-16 At the APC this law did not apply was the presentation. The FTA letter says here's what you need to show us to determine if it is exempt for 4f and that there was no change in the official plan for the transit center use. That is why the 1983 plan is important with the bus stop.
- 4-17 I don't see how any FTA administrator can find that this project is exempt with the map.

Comments: SET #24

- 4-18 There are arguments that buttress the 4f findings that are presented in a handout presented (legal brief questions). The area for the ITC now was not reserved in 1983. The EIS is not adequate because it puts under the rug the issue. It will force all possible planning to avoid harm to the recreational land that will occur with the ITC development.
- 4-19 Timing issues should be addressed with Placer County going first on the EIR/EIS/EIS. It is Placer County's project and their decision to go with the EIR requirement. Let them say they want the project first. Let them get a chance to hear you don't have an adequate EIS. So Placer County first, then the USFS, and then TRPA for compliance. This is the order in the document as well. We would like an opportunity to convince Placer County and the USFS.
- 4-20 We have tried to let the different project proponents express their interest to develop these project ideas (ITC and LOTS). Folks in Tahoe City want more parking. The best surrogates of the public interest are the Tavern Shores and the Tahoe Tavern because they are saying they don't want to bear the brunt of piecemeal planning in terms of cumulative impacts. The USFS refuses to let go of the LOTS on the lakeside.
- 4-21 The USFS is not doing anything about the parking problem on 89.
- 4-22 There are just plain misstatements that will not stand up.
- 4-23 The letter from Juan Palma defers the implementation of the LOTS until the a cumulative traffic analysis for LOTS on both sides is completed. And now that is not captured in this analysis. These projects have to be cumulative analyzed. We have proposed a decision that decides both LOTS and ITC together. I think we need a comprehensive plan that address both these projects.
- 5 Steve Teshara, Transportation Activist
- 5-1 This project is not about cutting up pieces of the cake.
- 5-2 The previous speaker is talking about further delaying the project. The environmental documentation is extensive and has more public participation than any transit project that I know about.
- 5-3 We shouldn't be talking about making deals or pitting one agency against the other with the project.
- 5-4 A fine environmental team was assembled and all the issues were addressed and all the impacts were identified and mitigations were put in to address the impacts.
- 5-5 This is about being responsible to achieving thresholds, being responsible to this great treasures.
- 5-6 This document can be certified and the comments can be responded to quickly.
- 5-7 This document is not about LOTS and I hope that the GB will deal with the transit center.
- 6 Wayne Perock, Governing Board Member
- 6-1 I have concern about the 4f boundary. If the transit center isn't there where the 4f statement requires it, it could be a serious issue.

7 John Marshall, Acting TRPA Executive Director

- 7-1 For a point of clarification for the TRPA Board, the 4f finding is not a TRPA finding. It is a USFS finding.
- 7-2 To answer Don Miners question, the LOTS is not being considered as part of a project. It is part of a reasonably foreseeable set of impacts for the cumulative impact analysis. LOTS is not before you. The ITC is before you. You include LOTS in the context of all the analysis.

8 Ken Prouty, Tavern Shores

- 8-1 At APC the South Shore transit center was described as wildly successful. I went down there to see how it was used. It is used by a variety of transit services but not trolleys who stop by K-Mart. He describes the design of the center and the use of parking spaces of which none were used. The proposed ITC is more than twice the South Lake Tahoe transit center in size. I think the ITC is being over built.
- 8-2 Review this carefully. Is this the right project in the right place.
- 8-3 We all support transit centers but we are anti-traffic congestion.

9 Jim Mitchell, General Manager of Homewood Ski Area and Chairman of the NLTRA

- 9-1 I firmly believe that based on what I have seen that this is the right place for this ITC and it is sized appropriately.

10 Anthony Todd, Tahoe Tavern

- 10-1 I am concerned about traffic congestion.
- 10-2 While I haven't read to report, I think it is vague.
- 10-3 The assumptions of the document are not right.
- 10-4 It is hard to believe that 130 spaces will provide relief of traffic congestion.
- 10-5 Another flow of traffic going across 89 will mess up that flow even more. It doesn't square up with my experience.

11 Dave Roberts, League to Save Lake Tahoe

- 11-1 We are in favor of a transit center on the 64-Acre Tract but we have not had the chance to review the document.
- 11-2 The ITC should incorporate the features of the transit center and the interpretive center so that visitors are exposed to the opportunity to understand transit in the Tahoe Basin.
- 11-3 We understand that the ITC leaves open the possibility of the LOTS project on the riverside. We anticipate supporting this because of that potential ability.

12 Jennifer Merchant, TNT/TNA Executive Director

- 12-1 The 64-Acre parcel is public land. While there are neighbors, the best use is for the public not for a small group of people.
- 12-2 There are numerous transportation projects going on to improve transportation and the ITC is part of it.
- 12-3 With a suggestion to consider the quarry site, where was the Tavern Shores concern about crossing 89 then? Really why are these people concerned? Why weren't these people interested in the Intrawest project with 40 cars/hour when this causes 16/hour? The ITC is really just too close to home. This is really about a benefit for many people or a benefit for a few.

Comments: SET #24

- 12-4 In the confidential letter to the USFS it says 89 realignment is okay with us but the ITC is not okay. 4f is being used both ways. The FTA will say that 4f doesn't apply.
- 12-5 The property owners are trying to link the ITC and LOTS and they really are not linked.
- 12-6 This is an EIP project to save Lake Tahoe. If we can't do this shame on us.
- 13 Will Garner, Placer County Department of Public Works
- 13-1 Gave a synopsis of Placer County's grant to receive this project. Placer County did request an EIR to occur. This will improve our transit system and that is why we are involved. We want to attract ridership.

APC Public Hearing Comments

June 14, 2000

64-Acre Tract Intermodal Transit Center EIR/EIS/EIS Comments

1 Alan Tolhurst: APC Member

- 1-1 170,000 square feet of coverage being added seems significant when some people can't even add three square feet to their property.
- 1-2 The mitigation discouraging recreational use for reasons of biological impact seems unclear.
- 1-3 If Fanny Bridge is the crux of the traffic problem it should be addressed.
- 1-4 Why was the over-crossing eliminated from consideration? It seems like a good idea.

2 Gary Marchio APC Member (Chairman)

- 2-1 Landscaping doesn't seem like it would attenuate the noise for recreation users on the 64-Acre Tract.

3 Gary Honcoop APC Member

- 3-1 With the buses it seems that diesel particulate exhaust concentrations could be significant
- 3-2 There needs to be more substantial a statement of need and purpose than only the need to reduce automobile dependency based on what was made in the presentation. (Mr. Honcoop did not have the opportunity to receive a copy of the draft EIR/EIS/EIS prior to the comment made at the meeting)

4 Sharon Kvas APC Member

- 4-1 Are there going to be provisions for tour bus parking? Wouldn't that increase the number of people crossing SR 89 if tour buses use this site?
- 4-2 It would be better to have people take tour buses to Lake Tahoe than drive their own cars.

5 Kevin Cole APC Member

- 5-1 It seems there are more documents where the 64-Acre Tract Intermodal Transit Center is mentioned than the list presented including some mentioning in Tahoe Transportation District documents.
- 5-2 The South Lake Tahoe transit center is an asset to the community and this project could have similar benefits.

6 Antonio Rossman; Attorney for Tavern Shores and Tahoe Tavern

- 6-1 Since the early 1960s the Tavern Shores and Tahoe Tavern have been some exemplarily developments that will be affected by lack of proper planning on the 64-Acre Tract.
- 6-2 There are some severe legal problems with the approach that is being taking by the USFS and it looks like the TRPA staff is adopting that position.
- 6-3 Is there a way to protect the legitimate public values and the private interests of the Tahoe Tavern and Tavern Shores? There is a way but it was not acknowledged.

Comments: SET #25

- 6-4 The suggestion to pursue the 89 realignment was dismissed with the concept being simply something in a planning document. We should work together to get the 89 realignment to be done.
- 6-5 The older documents are being used two ways. In one way they are determinate for the transit center and with the 89 realignment they are speculative.
- 6-6 The proposal which was confidential to Juan Palma has been entered in the public record.
- 6-7 Also in the confidential letter it suggests opening minds to the cumulative impact of Lake of the Sky on the lakeside and riverside or considering moving forward with one project or the other (Lake of the Sky or Intermodal Transit Center).
- 6-8 The fact that the proponents are being taped provides some of the strongest evidence yet that Lake of the Sky should be on the riverside based on the information presented regarding pedestrian crossings.
- 6-9 If Fanny Bridge is the problem (with pedestrian crossing), you are being presented with a recipe for further disaster for traffic impacts.
- 6-10 The proponents are dismissing the objective approach to this document and are setting up to ignore the limited resources available to address a large conflict which could involve litigation. This situation would not help anyone at all.
- 6-11 The 1986 USFS document somehow make the transit center part of the recreational uses is not correct. Testimony today said this project wasn't designed to bring more recreational use – it can't be both ways.
- 6-12 On a legal point, what are the prerogatives to use federal transportation funds to take away a recreational resource (as described in the 4f regulations)?
- 6-13 You are getting bad advice to proceed with this project. The written record for the Federal Transit Administration 4f finding is not in the document and it should if it is available. (asked for a copy of Federal Transit Administration correspondence with the findings).
- 6-14 Congress sets up the situations where 4f should apply and where the exceptions can be. Exceptions have not been set up for this instance.
- 6-15 All steps and alternatives should be taken to make sure we can mitigate the loss of recreation land proposed in this document.
- 6-16 Can't this project make the traffic situation better? It should and it should be planned that way.
- 6-17 Regarding cumulative impacts, the document doesn't address the cumulative crossing impact of the Intermodal Transit Center and Lake of the Sky together. It is inadequate.
- 6-18 The Intermodal Transit Center may be okay now but Lake of the Sky shouldn't happen until 89 is realigned and the access to these facilities be relocated. While we took this position in a letter, I am not so sure now that that should be done. An alternative is needed.
- 6-19 Abandon the Lake of the Sky on the lakeside and condition Lake of the Sky on the realignment of SR 89.

Comments: SET #25

- 6-20 The land use conflicts simply have not been addressed in the document with respect to the conflicts with the residences of Tavern Shores and Tahoe Tavern. The planning documents are not sufficient to rely upon for addressing this very real conflict.
- 6-21 No documents fix the Intermodal Transit Center on the 64-Acre Tract that I have seen.
- 6-22 People are not the problem at Fanny Bridge. This defies logic. How adequate can the assessment be that suggests that?
- 6-23 Why not do the 89 realignment? With the conflicts with widening Fanny Bridge it will be tough enough.
- 6-24 Preservationists will fight the Fanny Bridge widening from a cultural and historical perspective. The realignment would be the preferred alternative to trying to widen the historic Fanny Bridge.
- 7 Gary Sherrard from Woodside, California and Tahoe Tavern resident
- 7-1 I am all for reducing air pollution and congestion but not for a project that won't do it and will use taxpayer money. It would be worse to do this project.
- 7-2 It won't reduce congestion or pollution. It will be the opposite.
- 7-3 Why is it called intermodal? It doesn't have all the modes represented. It is just a bus stop.
- 7-4 Who will use it? Employees just go to work early and park in Tahoe City.
- 7-5 If parking were a problem why aren't the 16 spaces east of 89 used?
- 7-6 Customers will have to just go through congestion to get there and by the end of their drive will not use this place.
- 7-7 Nobody will walk from the Intermodal Transit Center to stores and back
- 7-8 People will drive as parking is not a problem.
- 7-9 Tourists want to use their car. There is little reason to get on a bus. Most want to drive.
- 7-10 TART isn't working because there are not many on the bus. My wife and friend rode TART and the driver was begging them to stay on the bus as they were the only ones on the bus.
- 7-11 An origin-destination survey is needed to know where people are going.
- 7-12 The Intermodal Transit Center isn't going to stop congestion.
- 7-13 Why is there bike parking at the transit center and ski storage? People won't use these and go on transit with them left there.
- 7-14 TART ridership is so low that even if the increases boasted in the document are true it will not be significant.
- 7-15 This project is bad for traffic and delays and how can that be good for air quality goals?
- 7-16 Congestion backs up because of the Wye, not Fanny Bridge.
- 7-17 Changing Fanny Bridge would be an environmental disaster.
- 7-18 How will the Intermodal Transit Center stimulate the use of transit?
- 7-19 Where is the existing safety problem with today's Tahoe City transit stops?
- 7-20 We are going to prevent people from recreating by doing the mitigations and that is not good.
- 7-21 It is not safe for pedestrians crossing 89 with the crossing guard program.

Comments: SET #25

- 7-22 I think the air quality pollution increases may be significant.
- 7-23 It is costly to maintain the water quality improvements required for this project.
- 7-24 I wonder how the fixed costs for this project will be covered.
- 7-25 I wonder if this isn't all related to the USFS determination to destroy on of the best natural areas on the Lake.

8 Mrs. Holmes; homeowner at Lake Tahoe

- 8-1 Retain the area as recreational park access.
- 8-2 TRPA and others are mandated to provide lake access.
- 8-3 The parking lot and Intermodal Transit Center will add to the traffic congestion.
- 8-4 Most people on the North and West shores were not notified of this meeting.
- 8-5 There is a lack of respect to the Lake by the agencies and people associated with this project as proponents.
- 8-6 Views of Lake Tahoe are blocked at Lake of the Sky of places around the Lake.
- 8-7 More recreation use should be done at the 64-Acre Tract with areas for kids to play.
- 8-8 People do not want to see parking Lake of the Sky.
- 8-9 The crossing guards at Fanny Bridge have exacerbated the problem of delay.
- 8-10 The problem is traffic in general with too many people and this will not be solved by the Intermodal Transit Center.
- 8-11 Consultants are just used to get the answers the proponents want by my own experience.
- 8-12 Local studies show that transit doesn't work. People want to be in cars.
- 8-13 All homeowners and visitors will suffer because of this project mainly because of the loss of recreation area.

9 Emily De Huff; TART rider and doesn't own a car

- 9-1 There are opportunities now for transit improvement with the pending sales tax for greater support of transit and the Intermodal Transit Center is part of the overall solution.
- 9-2 This will not make things worse.
- 9-3 This is carefully thought out, studied, and is a coordinated solution that serves me and others I know.
- 9-4 I will use my bicycle and the bus in combination to get to and from the Intermodal Transit Center.
- 9-5 This will serve me and others I know.
- 9-6 This project is a legitimate role of government to serve its citizens with mobility options.
- 9-7 Things can be worked out with concerns that people have.

10 Kent Prouty, Tavern Shores resident

- 10-1 This area is like green-space and developing this would take that away
- 10-2 A bus center within a 0.25 mile distance to town center is not needed. More bus stops are needed instead.

11 Jennifer Merchant, TNT/TMA Director, proponent of transportation solutions

- 11-1 The Intermodal Transit Center doesn't reduce recreation. A clarification is that the additional parking could have negative effects on the environment and mitigations were to reduce those impacts.
- 11-2 People are driving around looking for parking and are part of the congestion on 89.
- 11-3 The old quarry site is as bad or worse than the Intermodal Transit Center location because 89 still has to be crossed and this creates more problems.
- 11-4 A correction to 60 transit vehicles, not 160, should be made and would be at best 80-90 vehicles in the future. That is more bus traffic than will be real.
- 11-5 The Tahoe Tavern building was historic and why the sudden concern for Fanny Bridge historic aspects?
- 11-6 This area is about tourism and bringing people here and we need to deal with the problem with things like the Intermodal Transit Center.
- 11-7 There is an opportunity to recreate in a better way using the Intermodal Transit Center.
- 11-8 The Intrawest Squaw Valley project will bring 40 cars through this area as opposed to 16 for this project and where was the opposition then?
- 11-9 The controversy is really over the Lake of the Sky not this.
- 11-10 We should be doing EIP projects and this is one so the lake won't turn green.

12 Cindy Gustaphson, Tahoe City Community Plan Team Member

- 12-1 The TC CP determined that traffic was the #1 problem. There are many parts to the transportation solutions identified in that process and this was just one of those.
- 12-2 The 89 realignment will have a huge environmental impact and more moderate solutions like this were proposed first.
- 12-3 The quarry site is not good as there is no sidewalk or trail accessing that site.
- 12-4 This is the best spot as it is centrally located.
- 12-5 People have forgot the trailer park and there were things identified to do right after that was gone and need were identified on this parcel.

13 Bill Combs APC Member

- 13-1 This will have a process through Placer County and be heard at the Placer County Planning Commission.

14 Kevin Cole, APC Member

- 14-1 Issues of concern will be addressed in final EIR/EIS/EIS. I am oriented to the greatest good for the most people and that usually doesn't mean siding with neighbors who may be impacted.
- 14-2 I am in favor of the preferred alternative.

15 Verne Norton, APC Member

- 15-1 More convincing need of the facility is required. Marketing the need is required. People may go with the mitigations if the purpose and need is shown but this must be demonstrated more. People may buy into it if this is done.

16 Ron McIntyre, APC Member

- 16-1 Review this on its own, not tiered against the Lake of the Sky river/lake side argument or the 89 realignment. Don't tier it to a solution for something

Comments: SET #25

else. This is about the Intermodal Transit Center need and not preservation of the lakeside area. We need to solve this. We should look at it on its merits which are strong.

(26)

JAMES P. CONN
949 CHILTERN ROAD
HILLSBOROUGH, CALIFORNIA 94010

*64 Ac
Transit Center*

July 12, 2000

Colin West Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, Ca. 96150

Dear Mr. West;

I am very concerned with the proposed Transit Center construction. The quality of life in the Tahoe City area has deteriorated considerably, with the influx of people over the 15 years that we have had a home there. We can not understand why the various governmental planning groups seem to be intent on adding to the problem, instead of working to alleviating the problem.

After reviewing the Draft Environmental Impact Report & Statement, I have the following questions:

Why did it fail to consider the cumulative effect of both the Transit Center and the Interpretive Center?

Why did it identify the location of the Interpretive Center, when this was to be determined after examining the cumulative effect of the Transit Center and the Interpretive Center?

Why does the report ignore section 49fD of the Department of Transportation Act which forbids the use of federal transportation funds to use recreational land unless the most stringent of conditions are met.

Why does it not consider the realignment of highway 89 along the western edge of the 64 acres?

Why does the report not consider the alternative resolution proposed in 1999 with Forrest Supervisor, Juan Palma?

When you review this subject, please keep in mind that as citizens, we have rights. Please do not ignore our rights.

Thank you for your courtesy.

HAROLD BROWNSTEIN, M.D..
23 ELIZABETH CIRCLE
GREENBRAE, CA 94904
415- 461 1920
July 15,2000

64Ac
Transit Center

Lake Tahoe Basin Management Unit
Attention: Colin West
870 Emerald Bay Road
South Lake Tahoe, Cal. 96150

Dear Mr. West:

May I bring to your attention section 4f of the Department of Transportation Act.. The land at Tahoe City being considered for use as a transit center has been used for recreational purposes at least since 1980. Section 4f prohibits the use of federal funds to change recreational lands to areas used for transportation purposes.

Another factor to be considered in making your decision is the alternative solution proposed to Mr. Palma in 1999, and the agreement reached with Mr. Palma to defer a decision until an analysis of the use of the riverside of highway 89 had been made. I do not believe this has been done.

Loss of this tract of beautiful , wooded land , used by families and individuals to enhance their vacations at Tahoe would be a shame-a loss of recreational space and an increase in noise, congestion and motor vehicle pollution at lakeside would follow if the use of this land were changed..

Thanks for your careful consideration.

Yours truly



HAROLD BROWNSTEIN MD,

Robert A. Hatch
30361 Via Festivo
San Juan Capistrano, CA 92675
(949) 240-8399

6/28/00

Colin West

U. S Forest Service

870 Emerald Bay Rd

S. Lake Tahoe, Ca 96150

Dear Mr West,

Would you please send me a copy
of the Draft Environmental Impact
Statement for the proposed Transit Terminal
in Tahoe City. Please send it to my
San Juan Capistrano address

Thank you

RA Hatch

29

29 June 2007

Dear Mr. Colin West,

Would you please send me a
copy of the IDEIS on the
Transit Terminal on the 64 Acres.
I am concerned about the effect it
will have on traffic and air -
Thank you very much

Sincerely

Richard Wallrich



Richard Wallrich
3521 Alta Vista Ave.
Santa Rosa, CA 95409

KRIEGER MANAGEMENT CORP.

STEPHAN J. KRIEGER
President
Tel (415) 474-0141

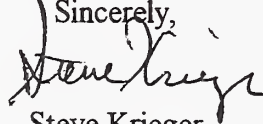
(30)
Mailing Address:
Post Office Box 640069
San Francisco, CA 94164-0069
Fax (415) 474-0143

June 29, 2000

Mr. Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, CA 96150

Re: Draft EIR for the 64 Acre Tract Intermodal Transit Center

It remains extraordinarily difficult for me to believe that there remains under discussion a plan for the placing of the Transit Center in a location that will exacerbate the traffic problems at the junction of two state highways each of which the report recognizes as being critical to traffic circulation in the Tahoe Basin. The report details the poor traffic flow already existing with several LOS of D and F. It also notes that the traffic will be worse with the addition of the Center. What it does not do is realistically consider how bad it can become. Instead the report resorts to what is at best specious reasoning. For example it observes, on page 6-7, in a discussion of side street delay that *"... one of every three drivers in the northbound queue would motion the bus driver to enter SR 89 in advance of their vehicle. It can be concluded from these operations that side street stop sign controlled turn movements operate at an acceptable LOS during forced flow conditions based on the courtesy of local drivers."* I submit that it is by no means certain that the driver's current courtesy can be relied upon to continue under present conditions and that such behavior most certainly **cannot** be extrapolated to more severe traffic situations. I find it extremely disturbing that this proposal that has the potential to impact so negatively upon the already serious traffic situation should be shored up with such 'cross your fingers and hope for the best' logic.

Sincerely,

Steve Krieger

DEPARTMENT OF TRANSPORTATION

DISTRICT 3
P.O. BOX 911
MARYSVILLE, CA 95901
TDD Telephone (530) 741-4509
Facsimile (530) 741-4145
Telephone (530) 741-4455

31



July 24, 2000

Bill Combs
Placer County Planning Department
11414 "B" Avenue
Auburn, CA 95603

Dear Mr. Combs;

Thank you for the opportunity to review and comment on the 64-Acre Tract Intermodal Transit Center, Draft environmental Impact Report.

COMMENTS:

- In Table 8-1, there are no parking spaces identified for people that plan to walk or ride a bike from the lot to Tahoe City.
- Page S-11, this lot should be sized to accommodate all of the pedestrian and bicycling demand, in addition to the transit demand. Vehicles other than those going to Tahoe City may be parking at this lot.
- The existing river access lot should be managed to control the number of river users.
- Page 3-4 there is a discussion about a drop-off area along State Route (SR) 89. Due to the proximity of the transit center to the highway, it is likely that some drop-offs would occur along the highway, regardless of the width of the shoulder and the potential presence of "No Stopping" signs. Constructing at least an 8-foot wide paved shoulder along the west side of the highway, in the area near the station, would minimize blockage of the through lane. A wider shoulder would be necessary if this area is going to be used by transit vehicles.
- Page 6-23, the study states that striping the median as a two-way-left-turn-lane (TWLTL) would allow drivers making left turns from side streets to use it as a refuge for a "two stage movement". This is true for T-intersections, and most of the time for low volume, four-legged intersections. It is not true for moderate to high volume four-legged intersections. Vehicles making left turns to the opposing side street would occupy or dominate the median area, making it unacceptable as a refuge area for left turns from the side streets at peak times. A TWLTL may not be useable for left turns from side streets by full-sized buses. A median width of 14 feet, rather than the standard width of 12 feet, may be necessary to allow the TWLTL to function effectively as a refuge for left turns onto the highway.
- The Alternative Site Design would create a "transit vehicle only" access directly across from the Tavern Shores access. There is also a bank driveway just north of this location, and there is a curve to the left for northbound vehicles. The curve would make it more difficult for full-sized buses to merge to their right. All of these factors make it unlikely that any transit vehicles would be able to use the TWLTL as a refuge for left turns onto the highway at peak times.

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- The actuated pedestrian flasher system, that is discussed starting on page 9-4, should not be considered a mitigation measure for the additional pedestrian crossing demand at Fanny Bridge. The signalized intersection at the "Y" is only 250 feet away from the existing crosswalk at the north end of the bridge, and the separated right turn movement to State Route (SR) 89 southbound occurs within 400 feet of both crosswalks at the bridge. This would not provide sufficient visibility of warning devices for southbound vehicles in this area.
- Mitigation 9-1, Caltrans recommends as a condition of approval, the expansion of the crossing guard program and development of a pedestrian warning system to accommodate pedestrians generated by the Proposed Project.
- On page 9-5 and 9-6, refuge islands for pedestrians are discussed. It is stated that the presence of pedestrians on the islands could create traffic congestion. This is not likely. Pedestrians in a median refuge area would be watching on-coming traffic to find a gap.
- Median pedestrian refuges are not possible at Fanny Bridge at this time, and they are not currently planned as part of the proposed bridge widening. Additional bridge width would be required to provide this median width. A median pedestrian refuge may be considered when the Lake of the Sky (LOTS) facility is constructed, for the proposed pedestrian crossing in that area.
- Page 19-9, there is a discussion of pedestrian crossing options for the LOTS facility. Providing a median refuge area for pedestrians should be included as an alternative. This would be useful for times when the facility is open, but the use of traffic control officers is not necessary. The median refuge would have to be removed during the snow removal season.
- A southbound right turn lane to the river/transit access road is listed as a project feature on page 3-1. However, it is not shown in Figures 3-1 and 3-2.
- Figures 6-2 there are no volumes shown on the north leg of the SR 89/28 intersection.

Please provide our office with a copy of any further actions, and conditions, approval regarding this project. If you have any questions regarding these comments, please contact Jila Priebe at (916) 322-1970.

Sincerely,


JEFFREY PULVERMAN, Chief
Office of Regional Planning

Cc: Mr. Colin West, U.S. Forest Service
Mr. Jim Allison, TRPA

Tahoe Regional Planning Agency
Attn: Jim Allison
P.O. Box 1038
Zephyr Cove, Nevada 89448

Re - Transit Center
64 acres
Tahoe City.

Gentlemen:

I'm at a loss to understand why a large Transit Center is being considered for the property in Tahoe City across from Tavern Shores on 89. It will only add to congestion in that stretch, which is already bad, especially during July and August.

Also, why would such a large building be necessary when the center at South Tahoe is half that size, with room ^{only} for one or two buses and with only four parking places?

If a Transit Center must
be built, why not a smaller
one with access from the
Truckee Road?

Sincerely,
Lara M Owens
26 Arming Ln
Oroville, Calif 94563

July 17, 2000

(#218 Cameron Shores)
(Tahoe City, Calif 96145)

Owens
Box 5175
Tahoe City CA.
96145

RECEIVED

JUL 20 2000

TAHOE REGIONAL
ANNING AGENCY

Owens
P.O. Box 5175
Tahoe City, Calif
96145



Winston H. Hickox
Agency Secretary

Air Resources Board

Alan C. Lloyd, Ph.D.
Chairman

2020 L Street • P.O. Box 2815 • Sacramento, California 95812 • www.arb.ca.gov



Gray Davis
Governor

33

July 21, 2000

Mr. Colin West
Lake Tahoe Basin Management Unit
870 Emerald Bay Road
South Lake Tahoe, California 96150

Dear Mr. West:

Thank you for providing the Air Resources Board (ARB) the opportunity to comment on the Draft Environmental Impact Report/Environmental Impact Statement/Environmental Statement (DEIR) for the 64 Acre Tract Intermodal Transit Center (ITC). The ITC would provide a centralized facility on the north shore of Lake Tahoe for connecting various bus lines and systems. The goal of the ITC is to reduce private automobile usage by making mass transit use in the region more convenient. We have the following comments on the DEIR.

We believe the ITC is a positive step in attaining the goal in the Tahoe Regional Planning Agency's Regional Transportation Plan/Air Quality Plan to improve regional air quality by providing an "effective transit network as an alternative to the use of the private vehicle." We encourage you to view the ITC, however, as only the first step in the process for ensuring that transit in the Lake Tahoe Basin provides the maximum air quality benefit. ARB recently adopted a Public Transit Bus Fleet Rule and Emissions Standards for New Urban Buses. The regulation requires all transit fleet operators, including those in the Lake Tahoe Basin, to purchase either lower emission diesel buses or alternative fuel buses. Benefits in the Lake Tahoe Basin from the regulation will include reduced public exposure to diesel particulate matter (PM), which ARB has identified as a toxic compound, and lower emissions of nitrogen oxides (NOx), which contributes to water quality problems at Lake Tahoe. We encourage you to work with the transit operators to expeditiously convert their fleets to the cleanest available diesel engines or, preferably, alternate fuels.

Finally, we encourage you to consider requiring alternative fuel or lowest emitting diesel fueled equipment during construction of the ITC to minimize PM and NOx emissions.

California Environmental Protection Agency

33

Mr. Collin West

July 21, 2000

Page 2

If you have any questions regarding these comments, please contact me at (916) 322-8474 or Mr. Bruce Tuter, of my staff at (916) 322-2832.

Sincerely,



Gary Honcoop, Manager
Strategic Analysis and Liaison Section

cc: Jim Allison
Tahoe Regional Planning Agency
P.O. Box 1038
Zephyr Cove, Nevada 89448-1038

Bill Combs
Placer County Planning Department
11444 "B" Avenue
Auburn, California 95603

34



Placer County Planning Dept.
Attn.: Bill Combs, Senior Planner
11444 B Ave.
Auburn, Ca. 95603

July 21, 2000

Dear Bill:

Please accept this letter on behalf of the Truckee North Tahoe Transportation Management Association as a formal indication of support of the EIR/EIS for the proposed 64 Acres Tract Intermodal Transit Facility.

Founded in 1990, the Truckee North Tahoe Transportation Management Association is a public-private non-profit organization dedicated to developing innovative transportation solutions in the North Lake Tahoe/Incline Village/Truckee Resort Triangle. Our 100-strong membership includes every major employer in the area, as well as many small businesses and regional and local agencies.

Because it will allow for significant increases in coordination of user-friendly winter ski and summer trolley shuttles with airport shuttle and common transit, the 64 Acres Tract Intermodal Transit Facility as proposed makes extensive strides in attaining both regional economic and environmental goals.

Over and over again, scientific research has identified automobile emissions as one of the major contributors to Lake Tahoe's disturbing clarity loss. The increase in transit availability facilitated by the 64 Acres Tract Intermodal Transit Facility will de-emphasize reliance on the private automobile by residents of and visitors to Lake Tahoe.

Additionally, because Lake Tahoe's economy relies heavily on its environmental and scenic attributes, transportation is supported by local business and community organizations as an opportunity to provide a "clean" recreation experience and at the same time maintain air and water quality. If given the opportunity, Lake Tahoe visitors have shown decided interest in utilizing transit and other automobile alternatives.

Because of its close proximity to recreation opportunities at the Truckee River, Lake Tahoe access points, ski areas, shopping, dining and on and off-road bicycle trails, the 64

Acres Tract is the ideal location to capture interest and use by visitors. This proximity to hub businesses also makes the location user-friendly for employee commuters- many of whom must rely on transit in order to retain employment.

The TMA also appreciates the careful consideration by the Forest Service and Placer County of North Lake Tahoe's forested small town atmosphere when planning for the design and operation of the facility. Its modest size and mountain style design are consistent with the site location and local environment.

In closing, I would like to reiterate the TMA's strong support of the 64 Acre Tract Intermodal Transit Facility and stress its important role in the future of transportation in the Lake Tahoe-Truckee region. Thank you for your interest in facilitating completion of this worthwhile project.

Sincerely,

A handwritten signature in black ink, appearing to read 'Jennifer Merchant', written over a horizontal line.

Jennifer Merchant
Executive Director

Regional Transportation Commission

Planning Department ♦ 600 Sutro Street ♦ Mailing Address: P.O. Box 30002 ♦ Reno, Nevada 89520-3002
Telephone 775.348.0480 ♦ FAX 775.348.0450

John R. Mayer, Chairman
Joanne Bond, Vice Chairman

David Rigdon, Commissioner
Ted Short, Commissioner

David Aiazzi, Commissioner
Derek W. Morse, Executive Director

April 28, 1999

FR: Chrono

Mr. Bill Combs, Senior Planner
Placer County Planning Department
11414 B Avenue
Auburn, CA 95603

Dear Mr. Combs:

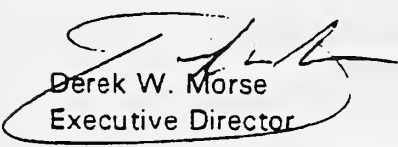
Please accept this letter in support of the environmental analysis completed on the 64 Acre Tract Intermodal Transit Facility.

The facility provides a much-needed link site for North Lake Tahoe's emerging transportation system infrastructure and is an integral part of the Lake Tahoe Basin-Truckee regional transportation goals. It not only helps in the attainment of Lake Tahoe's high environmental standards, but also in reaching economic goals.

Because of its central location, it will attract use by visitors and residents. The facility will streamline user-friendly commute transit, winter ski shuttles, summer trolley, airport shuttle, and visitor services. By replacing the current dangerous transit transfer situation that forces riders to walk across Highway 28, it also significantly increases transit user safety.

I urge you to expedite the project planning and construction process so that this facility will serve the community and its visitors in the very near future. Thank you for your consideration.

Sincerely,



Derek W. Morse
Executive Director

dsc

xc Truckee Meadows Regional Planning Agency
Truckee-North Tahoe Transportation Management Association

\TAHOE TRANSIT FACILITY PLACER COUNTY



April 27, 1999

Co-Chairs:

Steve Teshara

Rochelle Nason

Stan Hansen

California Ski Industry
Association

Mr. Juan Palma, Forest Supervisor
Lake Tahoe Basin Management Unit
870 Emerald Bay Road, Suite 1
South Lake Tahoe, CA 96150

Incline Village

Crystal Bay Chamber
of Commerce

Incline Village

Crystal Bay Visitor &
Convention Bureau

Lake Tahoe Gaming
Alliance

Lake Tahoe Visitors
Authority

North Lake Tahoe
Resort Association

South Lake Tahoe
Chamber of Commerce

Stateline
Redevelopment
Partnerships

Tahoe-Douglas
Chamber of Commerce

Tahoe-Sierra
Preservation Council

The League to Save
Lake Tahoe

Dear Supervisor Palma:


The member organizations of the Lake Tahoe Transportation & Water Quality Coalition are pleased to formally support the Intermodal Transit Facility to be located on the "64 Acre" site in Tahoe City.


This project was highlighted and strongly supported by local, regional, state, and federal transportation officials during the historic Lake Tahoe Presidential Forum in 1997. Planning, development and funding support for this project has been a true public/private partnership. This facility will significantly improve the operation of transit at Lake Tahoe, help reduce vehicle miles travelled and air pollution in the region, and help provide another important opportunity to reduce and manage traffic in the area.


We are pleased that the Coalition has had the opportunity to play a role in the process of public outreach in connection with this project, so that planning issues had a chance to be identified and analyzed. We applaud your decision to site and design the facility in a manner compatible with various alternatives for the site and design of the Lake Tahoe the Sky Interpretive Center. The continuing controversy regarding the siting of the interpretive center, a matter on which Coalition members and others hold varying views, need not affect the implementation of the transit center, a critical environmental improvement for Lake Tahoe.

Thank you for your consideration of these comments.

Sincerely,


Steve Teshara, Co-Chair
Executive Director
Lake Tahoe Gaming Alliance


Rochelle Nason, Co-Chair
Executive Director
League to Save Lake Tahoe


Stan Hansen, Co-Chair
VP/Planning & Governmental Affairs
Heavenly Ski Resort

TRUCKEE TAHOE AIRPORT DISTRICT**DIRECTORS****Don Starbard**
PRESIDENT**Ken Foster**
VICE PRESIDENT**Donald A. Bedard****F. Robert Marshall****Barbara K. Northrop**In the heart of
America's all-year playground**Peter R. Soderquist, AAE/CAE**
GENERAL MANAGER**Phred Stoner**
MAINTENANCE SUPERVISOR**Barry Bratton**
OPERATIONS SUPERVISOR**Ruth E. Geresy**
ADMINISTRATIVE ASSISTANT**Janna S. Caughron**
CONTROLLER

April 26, 1999

Mr. Bill Combs, Senior Planner
PLACER COUNTY PLANNING DEPARTMENT
11414 "B" Avenue
Auburn, California 95603

Dear Mr. Combs:

This letter serves to support the environmental analysis completed on the 64 Acre Tract Intermodal Transit Facility.

The 64 Acre Tract Intermodal Transit Facility will attract utilization by visitors and residents. It will streamline user-friendly commute transit, winter ski shuttles, summer trolley, airport shuttle, and visitor services. It will assist in the attainment of Lake Tahoe's high environmental standards by de-emphasizing reliance on private automobiles. By replacing the current dangerous transit transfer situation which forces riders to walk across Highway 28, the 64 Acre Tract Intermodal Transit Facility will also significantly increase transit user safety.

Increased transportation is listed by all local, state, regional, and federal agencies and environmental and business groups as the number one priority for reaching both environmental and economic goals. The Truckee Tahoe Airport District urges you to expedite the project planning and construction process so that this facility will serve the community and its visitors in the very near future. Thank you for your consideration.

Sincerely,

Peter R. Soderquist
General Manager

\\pcc\server\mnt\trmod\..PLA

**SOUTH LAKE TAHOE CHAMBER OF COMMERCE**www.tahoeinfo.com3066 Lake Tahoe Boulevard • South Lake Tahoe, California 96150 • (530) 541-5256 • Fax: (530) 641-7121 • sltcc@sierra.net

April 23, 1999

Placer County Planning Department
Attn: Mr. Bill Combs, Sr. Planner
11414 B Avenue
Auburn, CA 95603

Dear Sir:

Please accept this letter in support of the environmental analysis completed on the 64 Acre Tract Inter-modal Transit Facility. Even though we are on the South Shore we recognize the need to collectively solve our transportation problems all around the lake.

This facility goes a long way towards that goal. The facility provides a much needed link site for North Lake Tahoe's emerging transportation system infrastructure and is an integral part of the Lake Tahoe Basin-Truckee regional transportation goals. It not only assists in the attainment of Lake Tahoe's high environmental standards, but also in reaching economic goals.

Because of its central location, it will attract utilization by visitors and residents. The facility will streamline user-friendly commute transit, winter ski shuttles, summer trolley, airport shuttle and visitor services.

By replacing the current dangerous transit transfer situation which forces riders to walk across Highway 28, it also significantly increases transit user safety.

I urge you to expedite the project planning and construction process so that this facility will serve the community and its visitors in the very near future.

Thank you for your consideration.

Sincerely,

Duane Wallace
Executive Director

.....(.....r`gw`~`r`4`gu`~`~`gw`~`~`gy`~`rDorothy Finger, (Mrs.)
12675 Skyline Blvd.
Oakland, Ca. 94619
510-531-9352

35

July 20, 2000

To: Tahoe regional Planning Agency
Attention: Jim Allison
PO Box 1038
Zephyr Cove, NV 89448
(775)-588-4547
(775)-588-4527 FAX

RE: Proposed Transit Center Construction

Dear Sir or Madame,

Regarding the 64-Acre Tract Intermodal Transit Center Draft Environmental Impact Report/Draft Environmental Impact Statement: The DEIR/DEIS fails to examine the cumulative land use impacts of both a Transit Center and Interpretive Center.

The document identifies the Lake as the Sky (LOTS) Interp`~`4retive Center as being ultimately constructed on the lakeside of highway 89. The Association reached an agreement with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the U.S. Forest Service, to defer the decision as to the exact location of the LOTS in abeyance until an analysis examining the cumulative effects of the proposed Transit Center and the LOTS are considered, with both LOTS alternatives lakeside and riverside. This DEIR/ DEIS only analyzes the lakeside alternative, however.

Section 4(f) of the Dept. of T`~`ransportation Act forbids the use of federal transportation funds to use recreational land unless the most stringent of conditions are met. The authors of the DEIR/DEIS believe section 4(f) does not apply. Association attorney, Tony Rossman, is certain this section does apply. Mr. Rossman contends the USFS must prove that the property at issue has only been temporarily used for recreational purposes, and that since 1974 and again in the 1980 s the USFS adopted plans for a transit center comparable to the one now being advanced. The 1983 plan prepared by the USFS portrayed the placement of a bus station on highway 89 across the Truckee River.

The DEIR/DEIS does not contemplate the ramifications of highway 89 being realigned along the western edge of the 64 acres. While many Tahoe City locals and staff member of the several regulatory agencies are convinced of the need to realign highway 89 no one is putting pressure on Cal Trans to promote this project. Th`~`is is germane in that if the highway were realigned or even included in an eventual master plan the siting of the Transit Center and the LOTS would be more appropriately placed toward the riverside of the 64 acre tract, and the 1983 plan more closely carried out.

The DEIR/DEIS fails to include as an alternative the resolution we proposed in 1999 with Forest Supervisor Juan Palma.

The area in question is such a beautiful area, and the balance of nature is so easily disturbed-to have more construction at the Lake, in such a semi-secluded area, is unthinkable..

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The traffic increase, the noise level, the chances of people loitering, the need for increase in security - all these conditions would have to be met and dealt with, and, even if they were, the quality of life in our surroundings would be greatly affected, adversely.

Dorothy Finger, (Mrs.)
12675 Skyline Blvd.
Oakland, Ca. 94619
````Z``

36

John S. Rising, Jr.  
20873 VIA COLOMBARD  
SONOMA, CALIFORNIA 95476-8086  
(707) 939-1661

July 19, 2000

Mr. Colin West  
Lake Tahoe Basin Management Unit  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Dear Mr. West:

As one who uses his bike to go into Tahoe City whenever possible, I am acutely aware of the severe traffic congestion that frequently occurs along Hiway 89 from the Grenlibaken road to Tahoe City. It seems to me that the cumulative effect of the proposed transit center and the Forest Service's interpretive center on the Lake Tahoe side will add to the traffic at this bottleneck.

It also seems to me that expansion of public transportation, while a very worthwhile goal, may not be appropriate in an area where so many people are going in diverse directions and may not be willing or able to utilize it. My own observations of the ridership on TART tell me that it is not being widely used. If you have information counter to this, I would appreciate it.

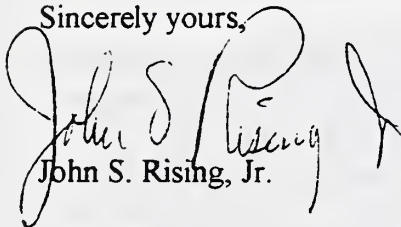
My second home is at Tahoe Taverns. I believe that my enjoyment of my property and that of my neighbors both at Tavern Shores and up the Grenlibaken road will be very negatively impacted if these two developments are allowed on the 64 acres across Hiway 89 from Tavern Shores.

All of this would be moot if Hiway 89 is realigned along the western edge of the 64 acres. Then the interpretive center could be on the Truckee River (the only outlet from Lake Tahoe) and the parking, terminal and bus fumes would be further away from the lake.

I have been told that Section 4(f) of the Department of Transportation Act forbids use of federal transportation fund to utilize recreational land unless the most stringent of conditions are met. I assume that these conditions will be met if you intend to proceed with the transit terminal.

Thanks for your time in reading this. I know that you are carefully considering these factors not only in light of today's problems, but those of future generations.

Sincerely yours,

  
John S. Rising, Jr.

(37)

## LAW OFFICE OF ANTONIO ROSSMANN

*Attorneys at Law*

380 HAYES STREET, SUITE ONE  
SAN FRANCISCO, CALIFORNIA 94102 USA  
TEL (01)(415) 861-1401 FAX (01)(415) 861-1822  
www.landwater.com

ANTONIO ROSSMANN  
ADMITTED IN CALIFORNIA  
NEW YORK AND  
THE DISTRICT OF COLUMBIA  
ar@landwater.com

ROGER B. MOORE  
ADMITTED IN CALIFORNIA  
rbm@landwater.com

21 July 2000

via facsimile and mail

Colin West, Lake Tahoe BMU, USFS  
Jim Allison, TRPA  
Bill Combs, Placer County Planning Department

Re: 64-Acre Tract Intermodal Transit Center  
Draft EIS, concluding comments  
Tavern Shores and Tahoe Tavern POAs

Dear Colin, Jim, and Bill:

In behalf of the Tavern Shores and Tahoe Tavern Property Owners' Associations, the following concluding comments are submitted on the above-referenced draft EIS. As you all know from also being in attendance, we appeared in behalf of the property owners at the TRPA meetings of 14 and 28 June 2000, submitting written comments at the latter meeting; and we have also corresponded to the Federal Transit Administration on this project and draft EIS. We ask that the comments made orally at the meetings, together with the written submissions already made, be incorporated as part of the property owners' final comments.

To ensure that your record is complete, in the mail copy of this letter is appended the written comments we have previously submitted, together with a copy of the appeal settlement of the property owners and the Forest Service concerning the LOTS interpretive facility, correspondence from Ed Gee on that same subject, and also the settlement proposal that the homeowners put forward last summer. (To reiterate with respect to the latter, we had submitted that in confidence to preserve the options for further negotiations, but subsequently learned that its substance had been disclosed in public by staff and consultants, and for that reason the actual agreement must be in the public record.)



As the correspondence shows, one principal comment we have consistently made is to challenge the draft's assumption that section 4(f) of the Department of Transportation Act does not apply to this project. This flaw is so fundamental to the alternatives and assessment analysis as to demand preparation of a revised draft EIS that examines the following alternatives and does so with the scrutiny and according to the legal criteria demanded by section 4(f) (an example being the Supreme Court's determination in *Overton Park* that "feasible" means "capable of an engineered solution," *not* just "preferred by the project sponsor"):

The alternative of accepting the settlement proposal made by the property owners, recognizing that the USFS decision on the LOTS facility is *not* final.

The alternative of locating the transit facility as anticipated in the 1984 USFS plan when it acquired the 64 Acre Tract.

The alternative of separating parking for Tahoe City merchants and visitors from parking for the express purpose of building the transit facility.

We believe that all of these alternatives must be examined if the mandate of section 4(f) is to be fulfilled. That mandate is not only to examine all engineering-feasible alternatives, but also to perform all possible planning to avoid the loss of recreational land on the 64 Acre Tract.

We emphasize that the loss of recreational land is both direct and indirect: direct, by taking so much of the acreage for this facility and the parking that is planned as part of it; and indirect by restricting the flexibility of the Forest Service to place the LOTS on the river side of the parcel.

We especially desire examination now of developing the tract, including the transit facility, as envisioned in the 1983 BuRec/USFS EIS on which Forest Service acquisition of the parcel was premised. It is heartening to learn that the settlement proposal we put forth last year, including a phasing that anticipates and requires a highway 89 realignment, so closely resembles what was promised to the public in 1983 and 1984. There must be an examination of this attractive alternative.

The one further global comment we would add at this point is to question the purpose and need as stated in paragraph 2. We do not doubt the sincerity of many public officials to visualize this project as improving transit options in the basin. Honesty, however, compels a recognition that the primary factor motivating this project in the political arena is the Tahoe City merchants' seizure of this opportunity to acquire nearby off-site parking to serve their clientele and employees. It is one thing to justify loss of recreational land for the next generation of transit infrastructure (which remains questionable); but quite a different to justify that loss to create a "park and shuttle" to serve mere commercial advantage.

For these reasons, we suggest that the revised draft EIS precisely sort out the two separate motivations for this project, because such a sorting out may lead to a conclusion that a more modest transit facility on the parcel could be justified, subject to the conditions outlined in our proposed settlement; while the Tahoe City parking could be placed elsewhere.

Thank you for the opportunity to reiterate and summarize our comments on the draft EIS. We look forward to further participation as necessary in formal administrative proceedings; but as we stated to the governing board on 28 June, with greater enthusiasm to working directly with those members and other interest groups in the basin to arrive at a solution that meets the interests of all, including the long-time residents of Tavern Shores and Tahoe Tavern.

Respectfully,



Antonio Rossmann

cc: Tavern Shores POA  
Tahoe Tavern POA

38

Tahoe Regional Planning Agency  
Attention: Jim Allison  
P.O. Box 1038  
Zephyr Cove, NV 89448

July 15, 2000

RECEIVED

JUL 18 2000

TAHOE REGIONAL  
PLANNING AGENCY

Dear Sir:

This letter is in regards to the Draft Environmental Impact Statement for the Transit Terminal now being considered on Hwy 89 across from the Tavern Shores property. As a resident of Tavern Shores I am troubled by this proposal.

Why is a Transit Terminal necessary in this location? Residents on the West Shore will certainly not be using public transportation and visitors will still be using their private vehicles to sight-see and proceed to other locations. It seems to me that you are proposing focusing a large number of people into an area already highly congested. If this is not the case, why then is the Terminal so large with such a large number of parking spaces. If your objective is to use the terminal as an extended parking area for the merchants of Tahoe City, I would suggest an alternative location such as the quarry on Hwy 89 with much reduced parking.

Over the years, I have heard plans about the Lake of the Sky Interpretive Center as being constructed on the lakeside of Hwy 89. Unless this project is being analyzed with the Transit Terminal as to the impact on usage and traffic in regard to the environment then I think an overall master plan is imperative before any decisions are made. The traffic on Hwy 89 south of the Truckee River is already very congested during the summer months and during the ski season. If there isn't careful overall planning of the combined effect of both the Interpretive Center and the Transit Center the problem will only become worse.

Also, there has been talk of a realignment of Hwy 89 to bypass the intersection at Tahoe City. What regard has been given to this plan and has Cal Trans been a partner to the planning of the Transit Center? If not, why not? If the Hwy were realigned both the Centers could have access via the bypass and greatly reduce the congestion.

I feel that your committee has neglected to examine the cumulative land use impacts of a Transit Center, Interpretive Center, and Hwy 89 realignment.



Until you have made such a study, I don't think that your project should go forward.

Sincerely,

*Frank Battat*

Frank Battat

62 Lochinvar Road  
San Rafael, CA 94901

215 Tavern Shores,  
Tahoe City, CA

**Loveless & CO., Inc.**  
**Investment Counsel**

222 Kearny Street, Suite 604  
San Francisco, CA 94108-4510

Tel: (415) 397-4949  
Fax: (415) 397-3357

**William R. Loveless**  
**President**

July 19, 2000

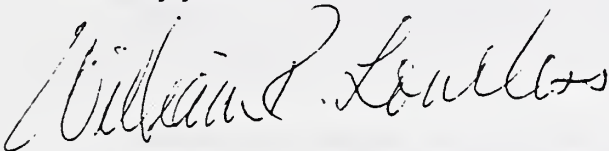
Lake Tahoe Basin Management Unit  
Attn: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Dear Mr. West,

In my last letter to you a year ago, I emphasized the point that congestion and pollution along Route 89 at the Truckee River outlet in Tahoe City (the "Y") would be substantially increased if the proposed 64 acre project goes forward as proposed. Having an interpretive center and a transit center on 89 is not a good idea. Why do we need interpreters to tell us about Tahoe? For years tourists and visitors have seen Tahoe in all its splendor and let their own eyes create their interpretation without the aid of a bureaucratic commentary. We simply don't need this interpretive center. It's a waste of our valuable tax dollars.

As for the transit center, I cannot imagine why anyone would want to create a huge parking lot for buses and cars. The 64 acres is very peaceful and beautiful in its natural state. Both wild life and humans enjoy this free and unpolluted space. DON'T take that away from us.

Sincerely yours,



William R. Loveless

Property owner and long time (50 years) participant in the viewing and enjoyment of one of nature's great gifts - Lake Tahoe.

WRL:rt

(40)

**ELIZABETH H. SAMPSON  
89 LAFAYETTE AVE.  
PIEDMONT CA 94611  
(510) 547-5571**

**RECEIVED**

**JUL 18 2000**

**TAHOE REGIONAL  
PLANNING AGENCY**

July 14, 2000

Mr. Jim Allison  
Tahoe Regional Planning Agency

Ref: 64-Acre Tract Intermodal Transit Center Draft Environmental Impact  
Report/Draft Environmental Impact Statement (DEIR/DEIS)

Dear Mr. Allison:

With all due respect, I would like to present my comments to the referenced document, which was published May 12, 2000:

- This document fails to examine the cumulative land use impacts of both a Transit Center and the Lake of the Sky Interpretive Center (LOTS).
- This document identifies the LOTS as being ultimately constructed on the lakeside of Highway 89. The Tavern Shores Property Owners Association reached an agreement with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the U.S. Forest Service, to hold the decision as to the exact location of the LOTS in abeyance until an analysis examining the cumulative effects of the proposed Transit Center and the LOTS are considered, with both LOTS alternatives, lakeside and riverside. This document only analyzes the lakeside alternative.
- Regulation 23 CFR 771.135 specifies the appropriate procedures for compliance with 49 USC 303 (Sec. 4(f), Public Law 89-670). This statute and regulation forbid the use of federal transportation funds to use recreational land unless the most stringent conditions are met. The authors of the referenced document believe this statute and regulation do not apply. Mr. Antonio Rossman, attorney for the Tavern Shores Property Owners Association, is certain this statute and regulation do apply. Mr. Rossman contends the USFS must prove that the property at issue has only been "temporarily" used for recreational purposes, and that since 1974 and again in the 1980s the USFS adopted plans for a "transit center comparable to the one now being advanced." The 1983 plan prepared by the USFS portrayed the placement of a "bus station" on Highway 89 across the Truckee River.
- This plan does not contemplate the ramifications of Highway 89 being realigned along the western edge of the 64 acre tract. While many Tahoe City locals and staff members of the several regulatory agencies are convinced of the need to realign Highway 89, no one is putting pressure on Cal Trans to promote this project. This is germane, in that if the Highway were realigned or the realignment even included in an eventual master plan, the siting of the Transit Center and LOTS would be more appropriately placed toward the riverside of the 64 acre tract, and the 1983 plan would be more closely carried out.
- This document fails to include as an alternative the resolution proposed by the Tavern Shores Property Owners Association in 1999 with former Forest Supervisor Juan Palma.

Thank you very much for your consideration.

Most sincerely yours,

*Elizabeth Sampson*

Elizabeth Sampson  
Property Owner, Tahoe Tavern



JOHN C. TWOMEY  
10 CHARLES HILL CIRCLE  
ORINDA, CALIFORNIA 94563  
925-254-0662

July 15, 2000

Lake Tahoe Basin Management Unit  
870 Emerald Bay Road  
South Lake Tahoe, Ca 96150

Re: Proposed 64 Acre Tract Transit Center

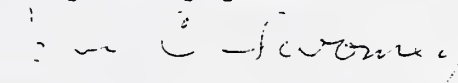
Gentlemen:

I am a homeowner at Tavern Shores. This letter is written opposing the construction of the 64 Acre Tract Transit Center.

The DEIR/DEIS has not fully examined the cumulative land use impacts of both a Transit Center and an Interpretive Center.

Also, the DEIR/DEIS does not contemplate the full ramifications of Highway 90 being realigned along the western edge of the 64 acres.

Very truly yours,



John C. Twomey

JAY L. BERKETT  
445 Barbara Way  
Hillsborough, California 94010

(42)

7/12/00

RECEIVED

JUL 18 2000

TAHOE REGIONAL  
PLANNING AGENCY

MR. TIM ALLISON %  
TAHOE REGIONAL PLANNING AGENCY  
PO Box #1038  
Zephyr Cove, NV. 89448

DEAR MR. ALLISON,

PLEASE REFER TO THE "64-ACRE TRACT INTERMODAL  
TRANSIT CENTER DRAFT ENVIRONMENTAL IMPACT REPORT  
(DEIR/DEIS)

I BELIEVED THE MANDATE OF TRPA AND OF PLACER  
COUNTY PLANNING DEPT AND LAKE TAHOE BASIN MANAGEMENT  
UNIT WAS TO SECURE FOR FUTURE GENERATIONS THE MAJESTIC  
BEAUTY OF THE LAKE AND THE SURROUNDING BASIN. I THOUGHT  
THERE WOULD BE AN ATTEMPT TO REDUCE FURTHER DETERIORATION  
OF THE LAKE AND THE LAKE'S BASIN AND BE THE "WATCH DOG"  
OVER SENSIBLE CONTROL OVER THE REMAINING OPEN RECREATIONAL  
LAND AND UNTOUCHED WILDERNESS AREA. SO THAT FUTURE  
GENERATIONS WOULD KNOW THE BEAUTY OF THE LAKE + SURROUNDING  
AREA.

IF THIS BE REMOTELY ACCURATE THEN HOW CAN ANY OF  
THESE AGENCIES SUPPORT A PROGRAM WHERE BY OPEN WILDERNESS  
RECREATIONAL LAND WILL BE CONVERTED TO ABOUT 50 ACRES  
OF BLACK TOP PARKING AND A BUS TERMINAL, IT IS BEYOND  
ANY INTELLIGENT EVALUATION THAT A PERSON CAN MAKE.

FURTHER ADD TO THIS THAT THE CORRIDOR HIGHWAY 89 FROM  
JUNCTION AT TAHOE CITY, SOUTH TO CHAMBERS LANDING IS  
SOLID BUMPER TO BUMPER TRAFFIC, NOT ONLY IN THE SUMMER  
SEASON MID JUNE - THRU EARLY SEPT. BUT THROUGHOUT THE WINTER  
SKI SEASON MID NOV THRU END MARCH.

YOU DO NOT HAVE TO BE A ROCKET SCIENTIST TO EVALUATE  
THESE HORRIFIC CONDITIONS. JUST VIEW THE TRAFFIC AT THE  
JUNCTURE (AT FANNY BRIDGE) DURING ANY SUMMER DAY OR ANY DAY  
DURING SKI SEASON IT BECOMES A RATHER CLEAR PERTINENT FACT  
TO ANY NEUTRAL OBSERVER THAT A PROBLEM ALREADY EXISTS

(42)

JAY L. BERKETT  
445 Barbara Way  
Hillsborough, California 94010

AND MORE PARKING AND MORE PEOPLE AND MORE CARS WILL CAUSE MORE GRID LOCK.

HOW COULD ANYONE OTHER THAN THE MERCHANTS IN THE CITY OF TAHOE OR/AND RESTAURENTIERS EVEN FOR A MOMENT GIVE CONSIDERATIONS TO SUCH A VENTURE.

THE MERCHANTS DON'T CARE ABOUT ANYTHING OTHER THAN MORE TRAFFIC FOR THEIR STORES. THEY HAVE TOTAL DISREGARD FOR THE DEGENERATION OF THE BEAUTY, SERENITY, CLEANLINESS OF THE AREA OR ITS OVERCROWDING.

IT BEWILDERS THE MIND TO CONSIDER WHO OTHER THAN THE TAHOE CITY MERCHANTS AND RESTAURANT OWNERS WOULD EVEN MOMENTARILY CONSIDER SUCH PROPOSAL A VALID ONE AS IT IS IN CONTEMPT OF EXISTING GREEN BELT RECREATIONAL AREA AND OBVIOUSLY WILL DRAMATICALLY INCREASE VEHICULAR AND PERSONEL OVER SATURATION OF A CRITICAL AREA. (THE JUNCTION).

MUST WE CONTINUE TO DESTROY THE VERY THINGS THAT MAKE THIS AREA A MECCA FOR TOURISTS AND CAMPERS AND RESIDENCE. SO THAT A FEW MIGHT FURTHER LINE THEIR POCKETS! IT WILL BE TOO LATE TO REVERSE THE PROBLEM WHEN THE AREA BECOMES ONE LARGE PARKING LOT.

WHO IS BEING SO OVERCOME WITH REPORTS AND EVALUATIONS AND DOUBLE TALK THAT THEY ~~THAT~~ CANNOT JUST SIT AT THE INTERSECTION OF 89 AND TAHOE CITY ON FANNY BRIDGE AND SIMPLY SEE FOR THEMSELVES ON ANY SUMMERS DAY THAT ENOUGH IS ENOUGH ANYTHING MORE IS CONTEMPTUOUS OF YOUR TRUE RESPONSIBILITIES TO THE PEOPLE OF CA. AND NV.

J. Berkett  
445 Barbara Way  
Hillsborough, CA 94010

J. Berkett  
445 Barbara Way  
Hillsborough, CA 94010



**M E M O R A N D U M**  
**DEPARTMENT OF PUBLIC WORKS**  
County of Placer

**TO: LORI LAWRENCE, PLANNING DEPT.**

**DATE: JULY 21, 2000**

**FROM: PHILLIP A. FRANTZ, LAND DEVELOPMENT** PF

**SUBJECT: DRAFT EIR/EIS: 64 - ACRE TRACT, INTERMODAL TRANSIT CENTER;  
HWY 89**

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We have completed our review of the above referenced Draft EIR/EIS and have the following comments:

1. On page 6-7, the last sentence on this page states that the intersection capacity worksheets are in Appendix D. These worksheets are missing. Please revise this sentence or provide them as part of Appendix D.
2. The level of service "D" in Table 6-1 ranges from 34.2 to 35.2 seconds. According to the Highway Capacity Manual: Third Edition Updated 1994, Table 10-3, the average total delay for LOS "E" is between 30 and 45 seconds. Please revise this table and all analysis based on this incorrect LOS.
3. In at least two locations throughout the Draft EIR/EIS (page S-1, 1-1), the document states the following: "Based on this document, Placer County will require approval of conditional use permits by the Planning Commission for the construction and operation of the Proposed Project." Placer County cannot "require" the Proposed Project to obtain a Conditional Use Permit because the Forest Service is the landowner. If the Proposed Project proponent is requesting to go through the Placer County Conditional Use Permit process, then the statement should be revised to reflect the proponent's request.
4. If the project proponent is requesting to go through the Placer County Conditional Use Permit process, the mitigation measures should be written in the form of conditions of approval. All the mitigations should explain how and when the mitigation would be accomplished. Consider Item 5 and 6 as an example of a mitigation written in the form of a condition of approval.
5. Impact 11-2 regarding grading and soil disturbance should be considered a significant impact without mitigations. The following would be a mitigation that would reduce the impacts to a less than significant (or Not Significant, NS) level and should be included in the document:



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Memo to Lori Lawrence

Re: Draft EIR/EIS - 64-Acre Tract, Intermodal Transit Center

July 21, 2000

Page 2

- *Prior to construction of the proposed improvements or the issuance of any Building Permits, the applicant shall prepare and submit Grading Plans, specifications and cost estimates (per the requirements of Section II of the Land Development Manual [LDM] that are in effect at the time of submittal) to the DPW for review and approval of each project phase. The plans shall show all conditions for the project as well as pertinent topographical features both on- and off-site. All existing and proposed utilities and easements, on-site and adjacent to the project, which may be affected by planned construction, shall be shown on the plans. All landscaping and irrigation facilities within the public right-of-way (or public easements), or landscaping within sight distance areas at intersections, shall be included in the Grading Plans. The applicant shall pay plan check and inspection fees. The cost of the above-noted landscape and irrigation facilities shall be included in the estimates used to determine these fees. It is the applicant's responsibility to obtain all required agency signatures on the plans and to secure department approvals. If the Design/Site Review process and/or DRC review is required as a condition of approval for the project, said review process shall be completed prior to submittal of Grading Plans. "As built" plans shall be prepared and signed by a California Registered Civil Engineer at the applicant's expense and shall be submitted to the DPW prior to acceptance by the County of site improvements.*

*No grading, clearing, or tree disturbance shall occur until the Grading Plans are approved and all temporary construction fencing has been installed and inspected by a member of the DRC. All cut/fill slopes shall be at 2:1 (horizontal:vertical) unless a soils report supports a steeper slope and DPW concurs with said recommendation.*

*The applicant shall revegetate all disturbed areas. Revegetation undertaken from April 1 to October 1 shall include regular watering to ensure adequate growth. A winterization plan shall be provided with project Grading Plans. It is the applicant's responsibility to assure proper installation and maintenance of erosion control/winterization during project construction. Provide for erosion control where roadside drainage is off of the pavement, to the satisfaction of the DPW.*

*Submit to the DPW a letter of credit or cash deposit in the amount of 110% of an approved engineer's estimate for winterization and permanent erosion control work prior to Grading Plan approval to guarantee protection against erosion and improper grading practices. Upon the County's acceptance of improvements, and satisfactory completion of a one-year maintenance period, unused portions of said deposit shall be refunded to the project applicant or authorized agent.*

*If, at any time during construction, a field review by County personnel indicates a significant deviation from the proposed grading shown on the Grading Plans, specifically with regard to slope heights, slope ratios, erosion control, winterization, tree disturbance, and/or pad elevations and configurations, the plans shall be reviewed by the DRC/DPW for a determination of substantial conformance to the project approvals*

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Memo to Lori Lawrence

Re: Draft EIR/EIS - 64-Acre Tract, Intermodal Transit Center

July 21, 2000

Page 3

*prior to any further work proceeding. Failure of the DRC/DPW to make a determination of substantial conformance may serve as grounds for the revocation/modification of the project approval by the appropriate hearing body.*

**ADVISORY COMMENT:** *Conceptual landscape plans submitted prior to project approval may require modification during the Grading Plan process to resolve issues of drainage and traffic safety. (SR/CR/MM) (DPW)*

- *Prepare and submit with the project Grading Plans, a drainage report (per the requirements of Section 5 of the LDM that are in effect at the time of submittal) to the DPW for review and approval. The report shall be prepared by a Registered Civil Engineer and shall, at a minimum, include: A written text addressing existing conditions, the effects of the improvements, all appropriate calculations, a watershed map, increases in downstream flows, proposed on- and off-site improvements and drainage easements to accommodate flows from this project. The report shall address storm drainage during construction and thereafter and shall propose "Best Management Practice" (BMP) measures to reduce erosion, water quality degradation, etc. Said BMP measures for this project shall include: Minimizing drainage concentration from impervious surfaces, construction management techniques, and erosion protection at culvert outfall locations. (CR/MM) (DPW)*
6. Impact 11-3 regarding seismic activity should be considered a significant impact without mitigations. The following should be a mitigation that would reduce the impacts to a less than significant (or Not Significant, NS) level and should be included in the document:
- *The applicant shall obtain a Building Permit from the Placer County Building Department prior to the construction of any structures on the site.*
7. The mitigation for Impacts 8-1, 14-1,2 and 16-2 states "The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services." The parking management program is currently under discussion and the Department of Public Works is not necessarily the entity that will run the program. The mitigation should be revised to reflect that no individual agency has committed to the responsibility for the parking management program.
8. The comments made above regarding the impacts of the Proposed Project would be similar or identical for the Proposed Project Alternative impacts as well.



44

July 12, 2000

Lake Tahoe Basin Management Unit  
Attn: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

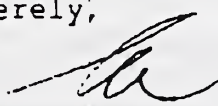
Tahoe Region Planning Agency  
Attn: Jim Allison  
P.O. Box 1038  
Zephyr Cove, NV 89448

Placer County Planning Department  
Attn: Bill Comb  
11444 B Avenue  
Auburn, CA 95603

Dear Sirs:

The DEIR/DEIS fails to examine the cumulative land use impacts of both the Transit Center and the Interpretive Center. Also, it fails to include as an alternative the resolution we proposed in 1999 when forest supervisor Juan Palma. In addition, the proposal does not contemplate the ramifications of Highway 89 being realigned along the western edge of the 64 acres. There are many other concerns in this day of trying to preserve Lake Tahoe. All of the development seems totally unacceptable for the welfare of the area.

Sincerely,



Richard Sauer  
Resident of Tahoe City

RNS:WBT/cc

43329 Walnut Lane  
Davis, CA 95616  
28 June 2000

Attention Colin West  
870 Emerald Bay Rod.  
South Lake Tahoe, CA 96150

Dear Mr. West:

I would like to submit the following comment regarding the Draft Environmental Impact Statement concerning the proposed construction of a transit terminal west of highway 89 in Tahoe City.

I believe the proposed transit site is in a terrible place, and I hope that the Tahoe Regional Planning Agency will not approve it. My chief concerns are 1) loss of open, lightly forested land, and 2) a certain and highly undesirable increase in traffic congestion in Tahoe City and along highway 89 (West Lake Blvd).

I have been coming to the north shore of Tahoe for 25 years. I spend a great deal of time in Tahoe City during the summer and fall months. One of the pleasures of the area has been the presence of a few fairly large undeveloped areas in the midst of commercial buildings and condominiums. I opposed the proposed construction of an "Interpretive Center" on the shore next to the Tavern Shores condominiums because that public beach is one of the last remaining open and undeveloped areas along the northern shores of the lake. No structure of any kind is needed there, especially not for "interpretation" because the open space, the beach, the free-growing trees give a wonderful and unspoiled sense of Tahoe's magnificent landscape. A huge transit terminal across the road will significantly diminish the effect of that open space, and as it grows more crowded in the area, thanks to such a project, pressure will once again increase to "finish developing" the whole area; that is, to ruin it. The area proposed for the transit terminal is another such open space, with a lovely mixture of trees and meadows. Once paved over, it (and another part of Tahoe) will be lost forever.

It may seem ironic to cite congestion as a reason for opposing the terminal; but the fact is, during much of the summer and fall (and in late spring as well), highway 89 is largely bumper-to-bumper traffic. It can easily take 20 minutes to make the drive from the Tahoe House restaurant to Fanny Bridge, a distance of less than a mile. To add to this congestion, which is caused by a huge seasonal influx of visitors, is only to increase the problem. Busses will have to enter and exit exactly where traffic is worst; and most of the cars ~~causing~~ causing the congestion will be out-of-towners who are unlikely to be using the bus anyway, since they are travelling to another destination, very likely away from Tahoe and Tahoe City. The busses are a good idea, but they should be located in a terminal away from the main point of traffic congestion.

Yours sincerely,

*William M. Byrd*  
William M. Byrd



46

ELLIOT & ARLENE PEARL  
2833 Latham Drive  
Sacramento, California 95864  
Telephone: (916)487-7023  
July 19, 2000

Lake Tahoe Basin Management Unit  
Attention: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Tahoe Regional Planning Agency  
Attn: Jim Allison  
P.O. Box 1038  
Zephyr Cove, NV 89448

Placer County Planning Dept.  
Attn: Bill Combs  
11444 "B" Avenue  
Auburn, CA 95603

Dear Gentlemen:

We wish to protest very strongly the conclusions the draft of DEIR/DEIS pertaining to the proposed 64 acre Tract Intermodal Transit Center. Being property owners in the Tahoe City area for 30 years, we are, quite frankly, astounded that the proposed development is even being considered, particularly with the additional congestion and traffic it will create. Rather than add to the beauty and serenity of the Lake, it will greatly detract from its beauty and natural setting. In particular, we feel that the DEIR/DEIS are deficient in the following respects:

1. The document identifies the Lake of the Sky (LOTS) Interpretive Center as being ultimately constructed on the lakeside of Highway 89. We understand that an agreement was reached with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the U.S. Forest Service, to defer the decision as to the exact location of the LOTS until an analysis examining the cumulative effects of the proposed Transit Center and the LOTS are considered, with both LOTS alternatives, lakeside and riverside. In this DEIR/DEIS you are considering only analyzes the lakeside alternative.

2. The DEIR/DEIS fails to examine the cumulative land use impacts of both a Transit Center and Interpretive Center. It should be obvious that the area cannot accommodate both, if either.

3. Section 4(f) of the Department of Transportation Act forbids the use of federal transportation funds for the use of recreational land unless the most stringent of conditions are met. Your DEIR/DEIS disregards this. It is our understanding that the USFS must prove that the property at issue has only been "temporarily" used for recreational purposes, and must sustain the burden of proving that since 1974 and again in the 1980s the USFS has adopted plans for a "transit center comparable to the one now being advanced." The 1983 plan prepared by the

Lake Tahoe Basin Management Unit  
Tahoe Regional Planning Agency  
Placer County Planning Department  
July 19, 2000  
Page 2

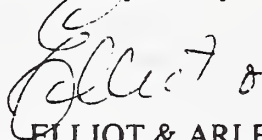
USFS, however, portrayed the placement of a "bus station" on highway 89 across the Truckee River. The plans are, therefore, not comparable.

4. The DEIR/DEIS does not contemplate the ramifications of highway 89 being realigned along the western edge of the 64 acres. Many Tahoe City locals and staff members of the several regulatory agencies are convinced of the need to realign highway 89; however, no one is putting pressure on Cal Trans to promote this project. If the highway were realigned or even included in the eventual master plan, the Transit Center and the LOTS would be more appropriately placed toward the riverside of the 64 acre tract and the 1983 plan would be more closely carried out. This was not considered in the DEIR/DEIS but should have been.

5. The DEIR/DEIS fails to include as an alternative the resolution that was proposed by the homeowners in 1999 with Forest Supervisor Juan Palma. This alternative should be placed in the report for consideration.

We ask for your consideration of the above. Any development should be compatible for the area and without harm to the homeowners or the environment. What you have before you not only does not add to the beauty of the area but detracts from it and worsens any existing problems. Do not make the mistakes that are now plaguing our cities and other areas of our state by adding to the congestion.

Respectfully Submitted,



ELLIOT & ARLENE PEARL

Unit 233 Tavern Shores  
Tahoe City, California

471

7-18-00

Dear Sir

I am writing in regard to my concerns for the 64 Acre Tract Intermodal Transit Center Draft Enviornmental Impact Report/Draft Enviornmental Impact Statement.

First, the DEIR/DEIS fails to analyze the riverside alternative for the Lake of the Sky interpretive center. Juan Palma, previous supervisor had agreed to make an analysis of both lakeside and riverside locations before a location decision was reach.

Secondly, with the need and probability to realign highway 89 along the western edge of the 64 acres, the more appropriate site for the transit center and LOTS would be the riverside of the 64 acre tract.

Section 4F forbids use of federal transportation funds to use recreational land unless stringent conditions are met. I feel that the USFS must prove that the aforementioned property has only been "temporarily" used for recreational purposes.

Has anyone ever considered the fact that the Washoe Indians would perhaps like to see this area preserved as a virgin forest land?

Finally and most importantly, I feel that the **impact** of using our limited recreational land for both a transit center and an interpretive center has not been fully explored.

Sincerely,  
David and Erla Goller  
2057 Rockwood Drive  
Sacramento, Ca 95864



(48)

7-14-2016

7-19

Dear Mr. West,

My wife and I are Native Californians - in our 70's and have enjoyed the wild beauty of Tahoe all our lives.

Please do not compound the traffic congestion and add to the air and water pollution with your ITC & ~~the~~ the Sky Intervention Center -

Both Clinton & Gore visited the Lake two years ago and promised to improve its beauty and quality.

Please do not make them fools and liars by proceeding with these destructive plans.

Sincerely,

George H. Webb



George Webb  
11 La Campana  
Orinda, CA 94563-1806

286 SAN RAFAEL AVENUE  
BELVEDERE, CALIFORNIA 94920-2332

49

July 21, 2000



Lake Tahoe Basin Management Unit  
Attention: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Tahoe Regional Planning Agency  
Attention: Jim Allison  
PO Box 1038  
Zephyr Cove, NY 89448

Placer County Planning Dept.  
Attention: Bill Combs  
11444 "B" Avenue  
Auburn, CA 95603

Re: 64-Acre Tract Intermodal Transit Center

Sirs:

We are very much opposed to the confiscation of the recreational land on Route 89 for a Transit Center for the following reasons:

1. It is our understanding that the Department of Transportation Act forbids use of Federal Transportation funds for recreational land unless varied stringent conditions are met.
2. The need for a Transit Center is nil judging by the ridership on the present TART. It is quite rare to see any riders on the existing TART buses, and very often there are none.
3. The expenditure of Federal funds for this purpose is clearly a waste of taxpayer money. It amounts to a boondoggle which will permanently and deleteriously affect the environment.
4. If the merchants of Tahoe City want a parking lot for cars, a solution should be provided other than confiscation of scarce recreational land in this already congested, heavily-trafficked area.

Most sincerely yours,

*Mr & Mrs Eric Johnson*

Eric and Barbara Johnson  
Tahoe Tavern No. 4

7-20-00

Lake Tahoe Basin Management Unit  
Attn: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Re: Proposed Transit Center Construction

Dear Colin West,

We have used Highway 89 for the past 34 years and the traffic is not improving. During the peak traffic, I have personally waited 1 hour and 20 minutes to get from 1 mile south of Sunnyside to the Wye at Tahoe City. This causes air pollution, so do buses and parking cars.

Appendix A of the Transit Center has 18 areas that have to be mitigated. Isn't that a lot of things that need to be addressed prior to starting the project? Noise pollution will occur, yet they say, "insufficient data." The prior study said there would be increased air pollution. Where were the results of the prior study?

It would be helpful in making a decision if you re-read all the negative comments in Appendix A, as this is the democratic way to analyze this problem. If a guarded crossing is established that is one more delay of traffic. In addition, you proposed a crossroad with cars going both north and south, from the lake side and the transit side. It's going to be a mess.

What is criminal about the way the government and bureaucracy force things through is that they are not honest. The people who are going to get hurt are all the homeowners who live North of Emerald Bay and Need to travel North on Highway 89. They should all be specifically poled in regards to traffic flow on Highway 89.

The transit center should be located in a less congested area. As for the Lake of the Sky Interpretive Center, the George Whittell estate is the perfect answer.

Thank you for reading my complaints.

Sincerely,



Richard Wallrich, M.D.

3521 Alta Vista Ave  
Santa Rosa, CA, 95409

*No return  
address. See  
response #29*



July 19, 2000

51

Lake Tahoe Basin Management Unit  
Attention: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

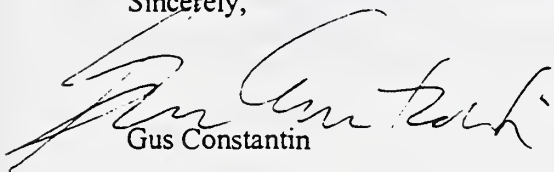
Dear Mr. West:

As a property owner at Tahoe Tavern, I am writing to state my opposition to the proposed Transit Center which will greatly impact the quality of life in Tahoe.

1. The Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) does not take into consideration the environmental impact of both a Transit Center and Interpretive Center.
2. The document identified the Interpretive Center as being constructed on the lakeside of Highway 89, notwithstanding the agreement reached with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the U.S. Forest Service, to defer any decision as to location (either lakeside and/or riverside) until an analysis is done. The DEIR/DEIS only deals with the lakeside.
3. It is my understanding that the Department of Transportation Act forbids the use of federal transportation funds to use recreational land.
4. Most of us agree that there is a need to realign Highway 89. If this happens, then the Transit Center and Interpretive Center would be more appropriately placed toward the riverside of the 64 acre tract.
5. Also, the DEIR/DEIS does not include as an alternative the resolution proposed in 1999.

I hope you will take into account the above objections as you proceed in your deliberations.

Sincerely,

  
Gus Constantin



PHOENIX LEASING  
INCORPORATED

A Phoenix American Company  
2401 Kerner Boulevard  
San Rafael, California 94901

July 19, 2000

Mr. Colin West  
Lake Tahoe Basin Management Unit  
870 Emerald Bay Road  
South Lake Tahoe, CA. 96150

Dear Mr. West:

Our family has been a visitor to Tahoe for the last thirty years and we have been homeowners at Tahoe Tavern for the past eight years. We are greatly concerned about the proposed Interpretive and Transit Center construction.

We have always supported sensible growth projects within the Tahoe Basin, however, the proposed Interpretive Center along with the proposed Transit Center goes way beyond sensible. Each year the traffic around the "Y" at Fanny Bridge worsens. The pollution increases and the clarity of the Lake diminishes. To add a Transit Center with it's massive infusion of more vehicles and people at this already very congested area is folly. Highway 89 is not equipped to handle the current traffic, an Interpretive and Transit Center would result in complete gridlock.

There is no need for an Interpretive Center and if there is a need for a Transit Center of some kind, it should be located away from the Fanny Bridge area. A more appropriate area would be on the west side of Albertson's market.

Sincerely,



Janet and John Hunter  
833 N. Humboldt St. #406  
San Mateo, CA. 94401

PLACER COUNTY  
DATE  
RECEIVED

JUL 24 2000

PLANNING DEPARTMENT

3704 Brownson St.  
Sac CA 95821  
July 20, 2000

53

Placer Co. Planning Dept. - ?

Attn: Bill Combs

11444 "B" Ave.

Auburn, CA 95603

Re: Tahoe City Proposed Transit Construction

Gentlemen:

As an owner of a condominium at Tavern Shores in Tahoe City I am concerned re the above proposal. I feel the quality of life will be affected as well as potential resale value. Also, the following issues are pertinent:

1. The DEIR/DEIS does not examine the land use impact of a Transit and Interpretive Center.
2. The use of the riverside as well as lakeside areas need to be addressed + not only the lakeside.
3. The Dept Transportation forbids use of federal transportation funds for recreational use unless strict conditions are met. We feel this applies to the area.
4. Highway 89 could be realigned so the Transit Center + LOTS could be located toward the riverside.
5. The DEIR/DEIS does not include an alternative to the resolution we proposed to Jean Palma in 1999.

Please consider the concerns of property owners.

Yours truly,

John Tang  
#232 TAVERN SHORES.

JOHN TANG

TAVERN SHORES.





# California Regional Water Quality Control Board

## Lahontan Region



Winston M. Hickox  
Secretary for  
Environmental  
Protection

Internet Address: <http://www.statewater.com/~rwqcb6>  
2501 Lake Tahoe Boulevard, South Lake Tahoe, California 96150  
Phone (530) 542-5400 • FAX (530) 544-2271

Gray Davis  
Governor

July 21, 2000

Karie Shulte Young  
State Clearing House  
1400 Tenth Street  
Sacramento, CA 95814

Post-IT Fax Note	7571	Date	7/21	# of Pages	7
To	Bill Combs	From	Bill Wilson		
Co./Dept.		cc	C.R.W.Q.C.B.		
Phone 1		Phone 2			
Fax 1	530 889 7499	Fax 2	530 544 2271		

### RESPONSE TO REQUEST FOR COMMENTS ON THE DRAFT ENVIRONMENTAL IMPACT STATEMENT/REPORT (DEIS/DEIR) FOR THE 64-ACRE TRACT INTERMODAL CENTER, PLACER COUNTY (SCH#1999082015)

Thank you for providing us with an opportunity to comment on the above-referenced project. We have the following comments:

#### Project Description

The Proposed Project is an Intermodal Transit Center with associated parking facilities to be located on the northwest portion of the 64-Acre Tract. Associated with the Proposed Project would be roadway system improvements and recreation trail alterations necessary to accommodate the new development. The initial development of the Proposed Project would include the Intermodal Transit Center and a paved parking lot with 130 spaces for transit and other uses. These components are scheduled to be operational by the year 2001. An additional 80 parking spaces would be developed by the year 2006.

#### Basin Plan Prohibitions

The Water Quality Control Plan for the Lahontan Region (Basin Plan) prohibits the discharge or threatened discharge, attributable to human activities, of solid or liquid waste materials, including but not limited to soil, silt, clay, sand, and other organic and earthen materials, to lands within the 100-year floodplain of the Truckee River or any tributary to the Truckee River. Tributaries include perennial and ephemeral surface waters and jurisdictional wetlands. The Regional Board may grant exemptions to the Basin Plan prohibitions for projects that satisfy criteria specified in the Basin Plan.

The DEIS/DEIR states that there are no designated 100-year floodplains as determined by the U.S. Army Corp of Engineers (ACOE) on the project site. Typically, the ACOE does not delineate floodplains of small streams. Please be aware that our Basin Plan Prohibitions apply to intermittent and ephemeral streams as well as perennial streams. On page 12-1, the DEIS/DEIR indicates that there are no incised drainage channels on the site. It is unclear if this included ephemeral drainages and/or natural swales. Are there any floodplains to intermittent or ephemeral drainages (including natural swales) on the project site? Please confirm the existence or non-existence of these channels in the Final Environmental Impact Statement/Report (FEIS/FEIR).

California Environmental Protection Agency

♻ Recycled Paper

Ms. Jourg

2

July 21, 2000

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**20-Year, 1-Hour Storm**

In general, the runoff from impervious surfaces generated by a 20-year, 1-hour storm must be infiltrated and treated, incorporating Best Available Technology (BAT), to reduce constituent levels to the maximum extent practical. It is Regional Board staff's understanding that you are proposing a mitigation to treat stormwater with stormwater runoff basins and pretreatment vaults to remove petroleum derivatives and sediment. We further understand that you are also proposing a mitigation to discharge stormwater generated at the Intermodal Transit Center to the "South System Area-Wide Drainage System" (South System). According to the DEIS on page 12-7, this would entail pumping from treatment vaults and/or runoff basins to deliver stormwater to surface waters of the stream environment zone (SEZ) at the southern end of the 64-Acre Tract. Regional Board staff require that all stormwater from impervious surfaces generated by the 20-year, 1-hour storm at the site be infiltrated. Discharging from the pre-treatment facilities to a surface water would not fulfill this requirement.

The FEIS/FEIR needs to clarify whether the South System contains facilities that would infiltrate the runoff from impervious surfaces generated by the 20-year, 1-hour storm for the South System drainage area plus the 64-Acre Tract. A detailed plan showing all storm water management considerations including ditches, drop inlets, pretreatment vaults, stormwater basins, and location and detail of the South System should be included in the FEIS/FEIR.

The FEIS/FEIR also needs to clarify if the South System discharges to Lake Tahoe or to the Truckee River. Storm water discharges to the South System will need to comply with stormwater effluent limitations if the South System discharges to Lake Tahoe or any tributary of Lake Tahoe. All stormwater/urban runoff flows generated within the project site which are discharged to land treatment or infiltration systems, or surface waters shall not contain constituents in excess of the following limits:

**Maximum Concentration for Discharge to:**

<u>Constituent</u>	<u>Units</u>	<u>Ground Waters</u>	<u>Surface Waters</u>
Total Nitrogen as N	mg/l as N	3.0	0.5
Total Phosphorus	mg/l as P	1.0	0.1
Total Iron	mg/l	4.0	0.5
Turbidity	NTU	200	20
Grease and Oil	mg/l	40	2.0

If the South System is in the Tahoe Basin, the FEIS/FEIR needs to address how the discharges will comply with these standards. There are no applicable stormwater effluent limitations for stormwater discharges within the Truckee River watershed.

Regional Board staff recommend a separation of five feet from the bottom of infiltration basins to seasonal high groundwater. Mitigation #12-2 states that an impermeable liner will be used if five feet of separation can not be met. Regional Board staff are willing to work with the project proponents if five feet of separation can not be met. Please clarify in the FEIS/FEIR how the stormwater in the lined basins would be infiltrated. Would this include pumping to the South System Area-Wide Drainage? Additionally, please include detail in the FEIS/FEIR on the greatest amount of separation achievable for the stormwater basins. The FEIS/FEIR should consider various basin designs that maximize the separation between the basin bottom and seasonal high groundwater levels. For example, shallow basins with larger surface areas would increase the separation to groundwater. The FEIS/FEIR should also address the potential impacts associated with alternative stormwater treatment/disposal systems. Once the above-referenced information is received, Regional Board staff will evaluate the information and



Ms. Jourg

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July 21, 2000

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determine which stormwater treatment proposal is most effective. Please change the wording in mitigation #12-2 to reflect this in the FEIS/FEIR.

Page 12-8, Impact 12-2 states "since the site of the Intermodal Transit Center is outside the Lake Tahoe Basin, normal Regional Board requirements for a five-foot separation between the bottom of the basin and seasonally high groundwater do not apply". As mention earlier, Regional Board staff are recommending a separation of five feet between the bottom of the basin and seasonally high groundwater. Please modify Page 12-8, Impact 12-2 to address Regional Board staff's recommendations.

Additionally, it is our understanding that the project includes 130 spaces for transit and other uses to be built by 2001 and an additional 80 parking spaces to be built by 2006. Regional Board staff prefer that runoff basins be designed for the project at build-out. Please indicate in the FEIS/FEIR where the detention basins will be located, provide calculations that show how much stormwater runoff will be generated from all impervious surfaces at build-out, and demonstrate that stormwater facility locations are large enough for the required stormwater facilities. The FEIS/FEIR should also include details of the pretreatment vaults and drop inlets regarding their ability to remove pollutants and how they will be maintained. Additionally, the storm water basin(s) should have a stabilized outflow. The FEIS/FEIR needs to address where discharges from the storm water basins or the South System be directed. Any discharge or overflow should not cause erosion.

#### Best Management Practices

Temporary and permanent best management practices (BMPs) will be required for the project to prevent sediment and other pollutants in storm water from leaving the project site both during and after construction activities. The Regional Board's *Project Guidelines for Erosion Control in the Truckee River Hydrologic Unit* (Guidelines) should be incorporated into the project to prevent adverse effects on water quality and the existing storm drainage system during and after construction. When referencing BMPs required by the Regional Board, as on Page 3-7, please include reference to the above-mentioned Guidelines. If the proposed project site or any of its storm water facilities discharge to Lake Tahoe or its tributaries, the Proposed Project will also need to comply with the Board's *Project Guidelines for Erosion Control in the Lake Tahoe Hydrologic Unit*. Page 3-7 should also include a reference to these guidelines if applicable.

#### Permit Requirements

Regional Board staff anticipate that the project will be regulated under the National Pollutant Discharge Elimination System (NPDES) Stormwater Construction Permit Program. The application for this permit is available on the internet at [www.swrcb.ca.gov](http://www.swrcb.ca.gov).

If portions of the project are subject to U.S. Army Corps of Engineers (Corps) jurisdiction pursuant to Section 404 of the Clean Water Act, the Regional Board may need to certify that the project is in compliance with state water quality standards and policies pursuant to Section 401 of the Clean Water Act. This would require the submittal of additional information and fees to the Regional Board. Page 12-4 needs to be modified to reflect this potential permitting requirement.

#### Clean Water Act Section 303(d) Listing

The Truckee River is federally listed as being impaired due to excessive sediment loading. It is imperative that this project does not produce an increase in sediment loading to the Truckee River. Regional Board staff would consider increased sediment loads to the Truckee River to be a significant impact. The FEIS/FEIR needs to address what mitigation measures will be implemented to prevent any increases in sediment load to the Truckee River.



Ms. Joung

4

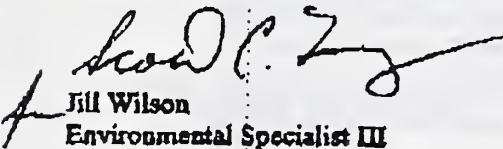
July 21, 2000

(54)

Lake Tahoe is federally listed as being impaired due to excessive nutrient loading. It is imperative that this project does not produce an increase in nutrient loading to Lake Tahoe. Regional Board staff would consider increased nutrient loads to Lake Tahoe to be a significant impact. The FEIS/FEIR needs to address what mitigation measures will be implemented to prevent any increases in nutrient load to Lake Tahoe, provided the Proposed Project has a discharge to Lake Tahoe or its tributaries.

We are looking forward to working with Placer County and the U.S. Forest Service on this project. If you have any questions or comments please feel free to contact me at (530) 542-5449.

Sincerely,

  
Jill Wilson  
Environmental Specialist III

Enclosure(s): *Project Guidelines for Erosion Control in the Truckee River Hydrologic Unit*  
*Project Guidelines for Erosion Control in the Lake Tahoe Hydrologic Unit*

cc: Regional Board Members  
Placer County Planning Department/Bill Combs (w/enclosures)  
USDA Forest Service, Lake Tahoe Basin Management Unit/Colin West (w/enclosures)  
TRPA/Jim Allison (enclosures)

JSW/carl: 64-Acre Tract DEIR.cnt  
(3) New Pending/ 64-Acre Tract Intermodal Transit Center]

(54)

**TRUCKEE RIVER HYDROLOGIC UNIT  
PROJECT GUIDELINES FOR EROSION CONTROL**

In the interest of protecting surface water quality from unnatural or accelerated erosion caused by land development, the following guidelines shall be followed:

1. Surplus or waste material and/or fill of earthen material shall not be placed in drainage ways or within the 100-year flood plain of any surface water of the Truckee River Hydrologic Unit.
2. All loose piles of soil, silt, clay, sand, debris, or other earthen materials should be protected in a reasonable manner to prevent the discharge of these materials to waters of the State.
3. After completion of a construction project, all surplus or waste earthen materials should be removed from the site and deposited in an approved disposal location or stabilized onsite.
4. Dewatering should be done in a manner so as to eliminate the discharge of earthen materials from the site.
5. Land disturbance associated with project construction is prohibited between October 15th and May 1st. For projects taking one construction season, erosion control measures are to be effective prior to the onset of winter. For projects taking longer than one season, complete winterization is required.
6. Where possible, existing drainage patterns should not be significantly modified.
7. Drainage swales disturbed by construction activities should be stabilized by appropriate soil stabilization measures to prevent erosion.
8. All non-construction areas should be protected by fencing or other means to prevent unnecessary disturbance.
9. During construction, temporary gravel, hay bale, earthen, or sand bag dikes and/or nonwoven filter fabric fence should be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
10. Runoff from impervious surfaces shall be treated or contained onsite for up to and the including a 20-year, 1-hour storm. A 20-year, 1-hour storm would drop 0.7 inches of rain in the California portion of the Truckee River Basin. Runoff leaving the project site must meet specific constituent levels prior to discharge to storm drainage systems or natural watercourses.

(54)

Projects Guidelines continued

-2-

11. Revegetated areas should be continually maintained in order to assure adequate growth and root development. Erosion control facilities should be installed with a routine maintenance and inspection program to provide continued integrity of erosion control facilities.
12. Waste drainage waters in excess of that which can be adequately retained on the property should be collected before such waters have a chance to degrade, and should be treated, if necessary, before discharge from the property.
13. Where construction activities involve the crossing and/or alteration of a stream channel, such activities require a prior written agreement with the California Department of Fish and Game and should be timed to occur during the period in which stream flow is expected to be lowest for the year.



54

LAKE TAHOE  
PROJECT GUIDELINES FOR EROSION CONTROL

In the interest of protecting surface water quality from unnatural or accelerated erosion caused by land development, use the following guidelines:

1. Surplus or waste material shall not be placed in drainage ways or within the 100-year flood plain of any surface water or the highwater rim of Lake Tahoe.
2. Disturbance of any kind in a stream environment zone is prohibited.
3. All loose piles of soil, silt, clay, sand, debris, or other earthen materials should be protected in a reasonable manner to eliminate any discharge to waters of the State.
4. After completion of a construction project, all surplus or waste earthen materials should be removed from the site and deposited in an approved disposal location or stabilized onsite.
5. Dewatering should be done in a manner so as to eliminate the discharge of earthen materials from the site.
6. Land disturbance associated with project construction is prohibited between October 15th and May 1st. For projects taking one construction season, erosion control measures are to be effective prior to the onset of winter. For projects taking longer than one season, complete winterization is required.
7. Where possible, existing drainage patterns should not be significantly modified.
8. Drainage swales disturbed by construction activities should be stabilized by appropriate soil stabilization measures to prevent erosion.
9. All non-construction areas should be protected by fencing or other means to prevent unnecessary disturbance.
10. During construction, temporary gravel, hay bale, earthen, or sand bag dikes and/or nonwoven filter fabric fences should be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
11. Runoff from impervious surfaces shall be treated or contained onsite for up to and including a 20-year, 1-hour storm. A 20-year, 1-hour storm would drop one inch of rain in the California portion of the Lake Tahoe Basin. Runoff leaving the project site must meet specific constituent levels prior to discharge to storm drainage system or natural watercourses.

55



Ronald Borrelli  
685 St. George Rd., Danville, Ca. 94526  
(925) 838-2972  
borrelli@man.com

July 12, 2000

PLACER COUNTY  
DATE  
RECEIVED  
JUL 21 2000  
PLANNING DEPARTMENT

Placer County Planning Dept.  
11444 B Avenue  
Auburn, CA 95603

Attention: Bill Combs

Dear Mr. Combs,

I am a home owner in the Tavern Shores Homeowners Association.. I recently attended a Homeowners meeting where your latest Environmental Impact Report (EIR) for the Transit Center was discussed. I have been following the land use proposals for the 64 Acres Tract since the Forest Service's early proposals. I write this letter to express a few thoughts regarding your EIR.

First, I believe it is irresponsible to propose an EIR independently for both the Transit Center and the Visitor Center. Our Homeowners Association have been expressing this point of view since the inception of the Transit Center.

We all know the terrible summer traffic congestion already prevalent on Hi-way 89 near Fanny Bridge. It is hard to imagine any traffic flow into and out of the Transit Center/Visitor Center that would not adversely effect the congestion. The only possible positive solution would be to follow through on the proposal to reroute Hi-way 89 via the back end of the Tract thus removing most of the south and west traffic. As I understand, there is no active program to do this.

JUL-25-2000 TUE 09:40 AM TAHOE REGIONAL PLANNING

FAX NO. 7755884527

Sent By: PLACER COUNTY PLANNING DEPT ; 530 889 7499;

Jul-24-00 12:51PM;

P. 14

Page 13

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My real concern is that each of the organizations planning the separate Centers are using an age old political technique of incremental growth approval. That is, each step in itself does not adversely impact the environment, therefore get one approved and then move on to the next increment. Ask why not plan the total land use for the Tract as one proposal and one EIR? It makes one think that the various representatives fear that an overall EIR may prove to be restrictive to their desires.

My second comment relates to the overall need for a very large Transit Center. Your EIR does little to justify the need of such a large Center. If the justification for the Center is to offer a site where groups of people can arrive at Tahoe, park at the Center and then proceed to their final destination, I believe it is wishful thinking. As has been proven many times before, people are married to their cars. I believe most people arriving in the area are not "day" visitors but are arriving for extended periods as home owners, renters or campers and will not park their car at the Center. These people require their cars for general transportation while in the area. If this is true, and I believe it is, then the only other justification for the Center would be as a "large" nearby parking lot for the local merchants including the Truckee River Raft companies. It is my understanding that it is not legal to use public land for commercial purposes. It is my opinion that a less intrusive location for a more moderate "parking lot" in and about the down town commercial area could be found.

I ask that you seriously consider my concerns and re-plan your project accordingly.

Sincerely,

*Ronald A. Borrelli*

*Linda A. Borrelli*

Ronald and Linda Borrelli  
Unit 216, Tavern Shores



(56)

July 24, 2000

Lake Tahoe Dam Management Unit  
c/o Colin West  
So. Lake Tahoe, Calif. 96150

Dear Sir:

As a resident in Tahoe City,  
I can't imagine anyone wanting to  
put a "bus station" on the lake side  
of our beautiful lake. It's getting too  
crowded now with commercial  
ventures and boats and people.

"If a bus station is needed,  
why not put it on Highway 89 across  
the Truckee River?"

Sincerely

Edna O'Donnell

Box 8161

Tahoe City, Calif

96145

R.W. & Edna O'Donnell

950 N. Lake Blvd.

P.O. Box 8161

Tahoe City, CA. 96145-8161

RENO

PI

24

200

2150 Willow Tree Lane  
Reno, Nevada 89509  
July 19, 2000

Tahoe Regional Planning Agency  
Attention: Jim Allison  
P O. Box 1038  
Zepher Cove, Nevada 89448

Re: Proposed Tahoe City Transit Center

Dear Mr. Allison:

I would like to submit my opposition to the above noted proposed Transit Center. As a 43 year Washoe County property owner and a 20 year Placer County owner/tax payer, I am deeply concerned about the most unsuitable proposed location of this center. I will not reiterate the much discussed reasons of uncontrolled automobile, pedestrian and bike trail traffic. Constant idling big buses will vastly increase pollution to our delicate air and water problems.

I attended your south shore Public Hearing but did not comment. At this meeting I was shocked at the "pushing" of local business interests for the desired parking it would create on a parcel of sensitive "recreationally designated" land. Only one member of your Agency asked non-commercial questions. She inquired about hours, vagrants, overnight parking and who would ultimately supervise and control this project. There were no answers from any representatives present.

This project is proposed at the headwaters of the Truckee River which is Reno's water supply. This famous sportsman's river has already been damaged by rafters (whom I favor) but negligent raft operators who have not adequately supervised their customers with warnings, imposing of fines or voluntary daily clean up.

My husband and I have numerous additional reasons for opposing the location of this proposed west shore project. It would be wise of your agency to downsize this project (comparable to the small "successful" one at the south shore) and look at the gravel pit now used as parking for raft buses or consider the open area on the east side of Hwy 28 across from Tahoe State Park which is almost downtown Tahoe City. This center should not be located close to an existing 4 lane merge, adjacent to environmentally sensitive fish spawning waters or charming, interesting, tourist attractive, historic Fanny Bridge.

May we suggest that your Agency review the outstanding transportation methods used so wisely by Vail, Colorado. While there, you might also investigate Vail's superior employee's housing methods (the preceeding item on your Public Hearing agenda). The Vail area is beautiful but not the jewel in the crown of America's natural "treasurers" as is our Lake Tahoe.

Sincerely,

*Eva M. Rosenauer*  
Eva M. Rosenauer

cc: ✓ Colin West-Tahoe Basin Management Unit  
Bill Combs: Placer County Planning Department

# HOWARD J. WHITE III

58

July 20, 2000

Tahoe Regional Planning Agency  
Attention: Jim Allison  
P.O. Box 1038  
Zephyr Cove, NV 89448

Re: Proposed Transit Center

Dear Mr. Allen:

As an owner of a condominium in Tahoe Taverns (Unit 44), I am writing to express my concern over the proposed transit center. Having owned our unit for over 20 years, I am concerned that the transit center would greatly impact the quality of life in the surrounding areas. My concerns stem from the following issues:

- Nowhere in the EIR is the impact of both the transit center and the interpretive center addressed.
- It is my understanding that an agreement was reached with the previous supervisor with the Lake Tahoe Basin Management Unit at the U.S. Forest Service that the decision of the location of the interpretive center would be deferred until both alternatives of lakeside versus riverside were investigated. However, The EIR only addresses the lakeside alternative.
- It is my feeling that Section 4(f) of the Department of Transportation Act does apply to this situation, despite thoughts to the contrary of the authors of the EIR.
- There has been much talk about the need to realign Highway 89 along the western edge of the subject site. This should be addressed now by Cal Trans as it would affect the placement of the transit center and interpretive center.

Thank you for your time and I hope that you will give consideration to each of the points listed above.

Sincerely,



Howard J. White, III  
Tahoe Taverns #44  
(530) 583-5880



**Brookes Byrd**

RECEIVED

JUL 24 2000

TAHOE REGIONAL  
PLANNING AGENCY

59

July 19, 2000

Dear Members of TRPA,

I am very concerned about the proposed Transit Center on Highway 89 in Tahoe City. It strikes me as a terrible use of that land, which is a prime entrance to Lake Tahoe.

The traffic along 89 at that stretch is already severely congested, making cross traffic dangerous. (We have been hit by a car desperately making a left turn out of Granlibaker.) Adding more in-and-out vehicles would only increase the congestion and hazards.

In fact, we have friends who have stopped vacationing at Lake Tahoe because of the traffic in Tahoe City.

I think the DEIR for the Intermodal Transit Center should consider the effects of both the Transit Center and the Interpretive Center on that small entry point to Lake Tahoe. Not to do so is planning negligence.

Indeed, even the location of the Interpretive Center has not been determined, pending analysis of the impact of both the Transit Center and the Interpretive Center, which the DEIR/DEIS did not do. Those reports only address the lakeside option for the Interpretive Center. (59)

I have visited Lake Tahoe for the last 24 years, and the land for the proposed Transit Center has always been used for recreation - boating, hiking, nature walks, etc. - during that time. I cannot understand how the authors of the DEIR/DEIS can find that Section 4(f) of the Department of Transportation Act does not apply to this land.

Furthermore, the possible relocation of Highway 89 has not been considered. Planning for this land should explore all known possible uses at once - not in a piecemeal, non-planning way.

Additionally, there is no mention of the resolution that the Tahoe Tevern Property Owners Association and Forest Supervisor Juan Palma proposed in 1999. There seems to be a rush to push through this project without due consideration.

My fear is that the proposed Transit Center (bus yard) would take away natural beauty and add congestion to a crucial, almost determinative entrance to Lake Tahoe.

Sincerely,  
L. Brund

60

LAW OFFICES  
**WALTER & PISTOLE**  
AN ASSOCIATION, INCLUDING A PROFESSIONAL CORPORATION  
670 WEST NAPA STREET, SUITE "F"  
SONOMA, CA 95476  
(707) 996-9690

JEFFREY A. WALTER\*  
VALERIE PISTOLE  
\*A PROFESSIONAL CORPORATION

FACSIMILE NO: (707) 996-9603  
E-MAIL: WALTER.PISTOLE@CWIX.COM

VERONICA A.F. NEBB  
JENNIFER M. WALDRON  
JOHN A. ABACI  
OF COUNSEL  
HOWARD L. STERN

July 21, 2000

Lake Tahoe Basin Management Unit  
Attention: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

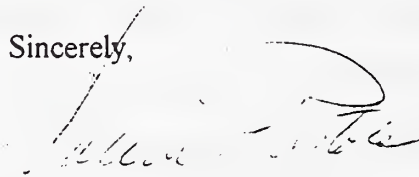
Re: 64-acre Tract Intermodal Transit Center, Tahoe City, CA  
Draft Environmental Impact Report/ Draft Environmental Impact Statement

To Whom It May Concern:

Please consider the following comment to the Transit Center EIR/DEIS:

- The DEIR/DEIS fails to examine the cumulative land use impacts of both a Transit Center and an Interpretive Center.
- The alternative of the Lake of the Sky Interpretive Center being on the riverside has not been analyzed.
- Federal Transportation funds should not legally be used for recreational land under these circumstances because the land has been used continuously in the summer and the winter for recreational purposes. No plan except the most recent one proposes a transit center on this recreational land.
- The DEIR/DEIS does not contemplate the ramifications of highway 89 being realigned along the western edge of the 64 acres.

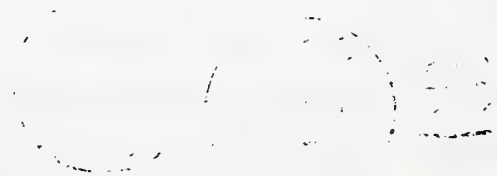
Sincerely,

  
Valerie Pistole

VP:kp

cc: Al and Kay Walter

C:\Kathy\Val\TAHOE LI.wpd







61.

**Donovan S. Thayer**  
**2480 Mar East Street**  
**Tiburon, CA 94920**

415 435-7021 phone, 4315 435 0271 fax  
July 20, 2000

Lake Tahoe Basin Management Unit  
Attn: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

This is with reference to the proposed Intermodal Transit Center and related Environmental Impact Report/Draft Environmental Impact Statement.

As a thirty year plus resident of Tahoe Tavern, I have witnessed the dramatic increase of both automobile and pedestrian traffic at the Fanny Bridge area of Tahoe City. In the Summer months and Xmas season, it now takes me over an hour of sitting in traffic to get from Sunnyside through Fanny Bridge. For Government agencies to execute actions that increase the traffic is beyond comprehension. It makes me feel that the parties responsible abstain from participating in experiencing the results of their actions and the agony it brings.

The priority of actions should be to reduce traffic, not compound it. Adding to the mix of auto and pedestrian traffic by locating the Intermodal Transit Center at almost ground zero seems mean spirited, if not demented.

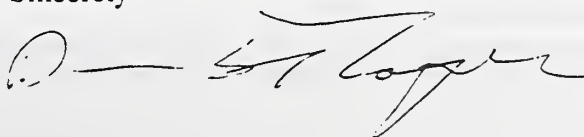
Completing the study of how to decrease ---- separating the auto from the pedestrian traffic ----should have first priority. Moving the auto traffic to the West of the 64 Acre Tract away from Fanny Bridge appears to have merit along with locating the Intermodal Transit Center at the Western location. No final construction, much less the spending of citizens money, or commitment to the proposed location should be allowed until the reduction of auto traffic plan is achieved.

Responsibility to completing determination of location of the Interpretive Center should be finalized as required (and by common sense) and included in recognition of the increase in pedestrian and auto traffic it will bring before committing to the Transit Center location

Please THINK BIG. Address the main problem---- i.e. The increase and mixing of auto and pedestrian traffic ---- please Plan To SOLVE THE MAIN PROBLEM. Please accomplish real contribution when spending our money, do not think of the pieces, please THINK OF THE WHOLE.

If you ever travel to Tahoe City you too can be made miserable by the traffic ---- which does have a solution.

Sincerely





**PLACER COUNTY  
DEPARTMENT OF PUBLIC WORKS**

Tim Hackworth, Acting Director  
Wes Zicker, Deputy Director

62

July 20, 2000

Mr. Bill Combs  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

Subject: 64 Acre Tract Intermodal Transit Center Draft EIR/EIS

Dear Mr. Combs:

The Draft EIR/EIS identifies a parking management program as mitigation for impacts related to parking, recreation, and biological resources (measures 8.1, 14.1 & 16.1). This parking management program would require two staff people during the hours of 9:00 a.m. to 3:00 p.m. during the summer. The primary funding sources to operate such a program are not assured to be available to Placer County in future years. Placer County Dept of Public Works can not fund this parking management program and can not commit to the program used as mitigation in the Draft EIR/EIS.

We suggest as a mitigation measure signage that prohibits the use of the parking lot for rafting purposes to deter rafters from using the lot. An ordinance, which prohibits the use of the lot by rafters, could be adopted giving the Forest Service or the Sheriff's Department the authority to issue citations to violaters.

Mitigation 9-1 under the proposed project and 9-4 under the Alternative Site Design requires the expansion of the crossing guard program. Since the writing of the EIR/EIS, the Placer County Sheriffs Department discontinued this program. The future of the traffic control program has not been resolved yet. Therefore, the word "Expand" should be changed to "Implement". The program should be referred to as the "traffic control program" rather than a "crossing guard" program. Implementing the traffic control program at Fanny Bridge would accommodate the added pedestrians going to Tahoe City. If the LOTS is implemented on the lake side of Highway 89 an expanded program will be needed with funding participation from the U.S. Forest Service.

Sincerely,

Will Garner  
Senior Transportation Systems Supervisor

CC: Phil Franz, Placer County DPW  
Collin West, U.S. Forest Service  
Jim Allison, TRPA  
Jennifer Merchant, TNT/TMA

BARBARA ZUBRICK  
1380 Oak Creek Dr. No. 408  
Palo Alto, CA 94304

BARBARA ZUBRICK  
1380 Oak Creek Dr. No. 408  
Palo Alto, CA 94304

Let  
↓

Catullles  
Jim Allison  
To: Bill Combs.  
Placer City Planning  
Suburn, CA.

July 20, 2000.

Continuing concerns & objections to DEIR/DEIS:

1. Failure to examine cumulative land use impact of TC + IC.
2. Location of LOTS Int. Ctr. discrepancy. Analysis of lakeside only.
3. Use of recreational land by federal transportation funds sect 4(f) doesn't apply.
4. Relinement of (29) to west of 66.
5. Failure to include alternative resolution proposed in 1999 w/ J. Palma.

Sincerely, Barb Zubrick



64

300 West Lake Blvd. #85  
Tahoe City, Ca. 96145

Lake Tahoe Basin Management Unit  
Attn: Colin West  
870 Emerald Bay Rd  
So. Lake Tahoe, CA 96150

Dear Colin,

I am a homeowner at Tahoe Tavern and am greatly concerned about the proposed Intermodal Transit Center and Lake of the Sky Interpretive Center. I do not think enough consideration or analysis has been done regarding the impact of these two huge facilities. I did write before and have a copy of the EIR and it seems that they are still ignoring the fact that the LOTS will bring large numbers of people into a very small and fragile area next to the lake. Also, it seems that there was a prior agreement with Juan Palma that would be of interest to examine other alternatives. I would like to oppose this project until further alternatives are examined.

Sincerely,

Alice Falconer

*Alice Falconer*  
*30 Quail*  
*Portola Valley, Ca 94028*



DAVID & ALICE FALCONER  
30 Quail  
Portola Valley, CA 94028-8022



*Late* →



"In this section agencies shall:

- (a) Rigorously explore and objectively evaluate all reasonable alternatives...
- (b) Devote substantial treatment to each alternative considered in detail including the proposed action so that reviewers may evaluate their comparative merits.
- (c) Include reasonable alternatives not within the jurisdiction of the lead agency.

Based on NEPA regulations, the League requests that the project proponent disclose why the League's aforementioned request was not considered as an alternative in the DEIS. Furthermore, the League requests that the project proponent disclose to the public that the design of the preferred alternative does not preclude inclusion of an integrated Transit Center/LOTS in the future.

## **B. Chapter 16 - Biological Resources**

The DEIS accurately discloses that the proposed project will have significant impacts to biological resources of the Truckee River riparian community because expanded parking facilities for the transit center will be inappropriately used as a staging area for rafters, swimmers, sunbathers and other recreational users of the Truckee River. However, for the following reasons the DEIS fails to convince the public that the proposed mitigation for the potential impacts to biological resources is adequate:

1. The proposed mitigation is essentially a quick-fix silver bullet strategy, which has no evidence that it will actually work. If, in fact, the mitigation is effective the FEIS must disclose examples of similar real world scenarios where the mitigation has proven to be effective.
2. The DEIS fails to disclose the source(s) to fund the parking control program. What plan exists to ensure the long term (e.g., 20 years) funding of this program?
3. The DEIS fails to adequately consider the myriad of techniques available to mitigate potential impacts to biological resources. Examples of mitigation techniques not considered include:
  - Educational signage immediately adjacent to the Truckee River enlightening the public about appropriate land use needed to protect the fragile nature of riparian ecosystems.
  - Implementing restoration of existing impacts as a proactive step to protect biological resources.



4. The proposed season and daily operation of the parking control program is inadequate to successfully mitigate potential impacts. For example, in warm years river recreation starts weeks before June 30 and in every year daily use extends well past 3:00 pm. It is readily apparent with such lacking proposed mitigation that the mitigation measures for biological resources were not properly analyzed. The League requests that the project proponent reanalyze Chapter 16 in the FEIS.

### **C. Chapter 12 - Water Quality**

Maintaining the water quality of the Truckee River is strictly enforced by the Lahontan Regional Water Quality Control Board's nondegradation objective for all waters within their jurisdiction. The DEIS identifies potential impacts to the Truckee River's water quality would result from implementation of the proposed project, however, the DEIS fails to comprehensively analyze the extent of the potential water quality impacts. For example, groundwater testing has not been conducted to determine whether or not the construction of runoff basins would impact groundwater. Furthermore, a stormwater management system for the proposed project has not been designed, yet the fundamental design elements of the project that contribute to stormwater impacts (e.g., impervious coverage) are clearly identified. What are the reasons for deciding not to conduct groundwater tests or designing a stormwater management system during the formulation of the DEIS? The decision not to include such analysis is inconsistent with the procedural requirements of NEPA, which state:

"(NEPA) must insure that environmental information is available to public officials and citizens before decisions are made and before actions are taken. The information must be of high quality. Accurate scientific analysis, expert agency comments, and public scrutiny are essential to implementing NEPA" [Section 1500.1 subsection (b) (1986)].

A comprehensive analysis of the potential aforementioned water quality impacts should be included in the FEIS.

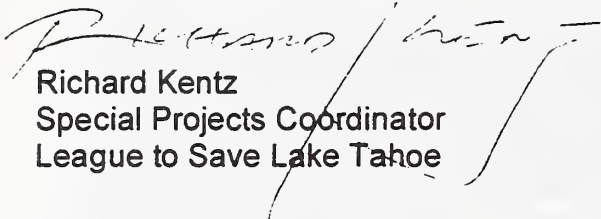
The DEIS discloses the proposed project will need to conform with the 23 water quality mitigation measures contained in the LOTS FEIS, however, a complete description of these measures are not included in the DEIS. The primary purpose of an EIS is disclosure; therefore the FEIS should include an appendix that lists the mitigation measures in detail.

Potential Impact 12-5 discloses the possibility of incorporating excess treatment capacity into onsite runoff basins to facilitate the treatment of offsite stormwater runoff. There is no disclosure of the potential offsite stormwater sources. The

= League requests that the FEIS disclose the potential sources contributing offsite stormwater.

Thank you for receiving these comments. Please continue to include the League on all subsequent NEPA notification and distribution lists for the 64-Acre Tract Intermodal Transit Center.

Sincerely,

  
Richard Kentz  
Special Projects Coordinator  
League to Save Lake Tahoe

65

### **Work Cited**

Congress, The United States of America. 1986 (reprinted). National Environmental Policy Act, Implementing regulations for federal agencies (40 CFR. Parts 1500 – 1508). Council on Environmental Quality Executive Office of the President. Washington, D.C.



286 SAN RAFAEL AVENUE  
BELVEDERE, CALIFORNIA 94920-2332

66  
JUL 25 2000  
LAKE TAHOE REGIONAL  
PLANNING AGENCY  
July 21, 2000

Lake Tahoe Basin Management Unit  
Attention: Colin West  
870 Emerald Bay Road  
South Lake Tahoe, CA 96150

Tahoe Regional Planning Agency  
Attention: Jim Allison  
PO Box 1038  
Zephyr Cove, NV 89448



Placer County Planning Dept.  
Attention: Bill Combs  
11444 "B" Avenue  
Auburn, CA 95603

Re: 64-Acre Tract Intermodal Transit Center

Sirs:

We are very much opposed to the confiscation of the recreational land on Route 89 for a Transit Center for the following reasons:

1. It is our understanding that the Department of Transportation Act forbids use of Federal Transportation funds for recreational land unless varied stringent conditions are met.
2. The need for a Transit Center is nil judging by the ridership on the present TART. It is quite rare to see any riders on the existing TART buses, and very often there are none.
3. The expenditure of Federal funds for this purpose is clearly a waste of taxpayer money. It amounts to a boondoggle which will permanently and deleteriously affect the environment.
4. If the merchants of Tahoe City want a parking lot for cars, a solution should be provided other than confiscation of scarce recreational land in this already congested, heavily-trafficked area.

Most sincerely yours,

*Mr & Mrs Eric Johnson*

Eric and Barbara Johnson  
Tahoe Tavern No. 4

RECEIVED

JUN 25 2000

TAHOE REGIONAL  
PLANNING AGENCY

Tahoe Regional Planning Agency  
P.O. Box 1038  
Zephyr Cove, NV 89448

Attention: Jim Allison

159 East Creek Dr,  
Menlo Park, CA 94025

Dear Mr. Allison

We are very concerned homeowners at the Tahoe Tavern Properties. We have just purchased a condo at this location and were informed that the lot adjacent to the Taverns has been recommended as a site for a new Transit Center. This area is a recreation spot for families young and old. It would be a travesty to build so close to an area dedicated to the vacation homes of so many. The noise, the lighting, and the increased congestion in this area will destroy this location for so many families who bring a great deal of business to this local economy. When buying our property we were buying a piece of Lake Tahoe history. I can't imagine that the Tahoe Regional Planning Agency will allow such a proposal to go forward.

We have been made aware that a previous proposal to realign Highway 89 was made where the Transit Center would instead be placed near the riverside or across from the river instead of its present recommended location. Clearly this plan must be adequately addressed or most certainly the DEIR/DEIS will be greatly criticized for the lack of thoroughness in addressing this matter.

We trust that the appropriate actions will be taken to address this troubling matter so that the quality of life in this location will not

be destroyed.

*Steve & Debbie Umphreys*

Steve and Debbie Umphreys

Tahoe Tavern, Unit #33



NO RETURN ADDRESS PROVIDED

68

RECEIVED

July 19, 2000

JUL 24 2000

TAHOE REGIONAL  
PLANNING AGENCY

Tahoe Regional Planning Agency  
P.O. Box 1038  
Zephyr Cove, NV 89448

Attention: Jim Allison

Dear Mr. Allison:

We are writing as concerned homeowners at Tahoe Tavern Properties. We have been owners since 1978 and have seen many changes at the Tavern. My grandparents use to vacation at the Tavern in the 40's. We are also avid collectors of Lake Tahoe memorabilia. Especially old photographs of Tahoe Tavern.

This letter is addressing our specific concerns regarding the 64-acre Tract Intermodal Transit Center. We feel that the combined use of a Transit Center and an Interpretive Center will have a devastating effect on Tahoe Tavern Properties and their inhabitants. Our children have been biking, playing and walking to town through the woods at the edge of the property for over thirteen years. There are no cars or traffic in this area which makes it a safe way to get to the beach or town without fighting the heavy, fast moving traffic which continually clogs up Highway 89.

When we initially bought our property at Tahoe Tavern we were under the impression there would be no future development on the subject property. This land is used for recreation, beach access, bicycle riding, sledding in the wintertime, picnicking and generally enjoying nature.

We are also wondering why the Deir/Deis fails to include the alternative resolution that was proposed with Forest Supervisor Juan Palma in 1999. It is also unclear why Cal Trans fails to get involved with realigning Highway 89. This important issue seems as though it should be further addressed.

On any given summer day the traffic coming from Emerald Bay, which includes many local people trying to get to and from work, is extremely sluggish and many times at a standstill making a quick trip to town nearly impossible without going by bicycle or by

= foot through the "woods" adjacent to The Tavern. Not to mention the difficulty encountered by emergency vehicles trying to pass through.

We have to wonder if there isn't a more appropriate site that would be more convenient to tourists and visitors that wouldn't disrupt our neighborhood and increase traffic and noise to an already heavily congested area.

Thank you for your attention to this troubling matter.

Steve and Shawn Stern  
Tahoe Tavern, Unit #36

cc David Hansen, PCAM  
Association Manager

Mrs. Graham B. Davis  
33 Dormidera Avenue  
Piedmont, California 94611

July 20, 2000

Dear Sir:

I am a homeowner in the Lake City area and wish to comment on the 64-acre Tract Intermodal Transit Center DEIS/DEIR.

First, I object to paving and developing for vehicle use VSFs land that is now being used for recreational purposes (quiet, peaceful biking, walking, enjoyment of the natural environment, etc.).

Also, I think the 64-acre Tract should at least be considered as part of an over-all plan that also looks at the possible/probable relocation of Highway 89 and the SLOTS Intermodal Center (this report doesn't seem to consider any location other than the Lakeside one). Each of these developments will affect the others and the entire Lake City area and the entire should be carefully analyzed. Taking a piecemeal approach is a mistake.

Sincerely,  
Mary D. W.

PLACER COUNTY  
DATE  
RECEIVED

JUL 24 2000

PLANNING DEPARTMENT



my 2<sup>nd</sup> so

Suz -

I am writing relating to the Transit Center and Interpretive Center on Highway 44 in Texas City.

There is extremely poor location, particularly for the Transit Center. The congestion in the area is already great. What is being proposed will make it much worse.

I understand that some things are necessary, but please look at these more carefully. You are making a big mistake in your plans.

Michael + Corrine  
Tribble

Michael & Corrine Tribble  
1730 Via Campana  
Lptos, Ca, 95023

PLACER COUNTY  
DATE  
RECEIVED

BC

JUL 25 2008

PLANNING DEPARTMENT

TO: Placer County Planning Department – Attention – Bill Combs  
FROM: George Henrich  
DATE: 7/21/00  
SUBJECT: Transit Center Project Planning

I have been a homeowner at Tahoe Taverns since 1970 and recent user of Granlibakken Resort. I know the traffic first hand.

In the past, I have responded twice to the USDA Forest Service about their Interpretive Center. I am enclosing a copy of the memo I sent on 3/10/99 about the Proposed combined Intermodel Transit Center and Interpretive Center.

I am **SHOCKED** at how the most recent proposal dated May 2000 disposes without adequate study or explanation my suggestions and concerns.

It seems reasonable to me to have the buses stay on the road to Squaw and not come down Highway 89. You say it is too costly to build a bridge for the buses to come into the Transit Center from the road to Squaw. You are concerned about disrupting animals in the Truckee River. On the other hand, it might be more cost effective to spend the money on the bridge and reduce gas emissions if the buses clog up Highway 89. It may be cheaper than having homes burn down when fire trucks cannot get south on Highway 89 because of the traffic tie-ups.

Your study includes both the Intermodel Transit Center and the Interpretive Center. The Intermodel Transit Center may help the traffic but the Interpretive Center is going to add traffic to an already bad situation. How can you argue for an Intermodel Transit Center to improve traffic congestion and in the same document condone the Interpretive Center which is going to make matters more dangerous and unbearable. Turn to page 6-19 and look at Table 6-6. Look at the lines SR 89/Granlibakken Road/ Tahoe Tavern and the 1st and 3<sup>rd</sup> lines in that section. Both are rated F. F means that the wait is impossible to measure because it is over 180 seconds. It is dangerous to make the turns described. If you do either of these projects, it will get even worse. You needed to provide a sensor activated light at this intersection and include the cost and responsibility in your proposal. Your proposal is deficient. It must be redone. You are going to cause accidents. You are going to cause fires to burn longer than they should. **You are going to open yourselves to lawsuits.** Anyone who has an accident at this intersection can use this memo to say that you were made aware of the problem and went ahead without solving it. You should be and will be sued. Who in the end will pay? The taxpayers. The study is flawed. Go back and redo it and address these issues.

When you redo the study, put in a light at Highway 89, Granlibakken and Tahoe Taverns. When you redo the study, delete the Interpretive Center from consideration. When you redo the study, find a way to get the buses into the Transit Center from the road to Squaw.

PLACER COUNTY  
DATE  
RECEIVED

JUL 25 2000 *BC*

PLANNING DEPARTMENT

Better yet, put pressure on the California Department of Transportation to address the situation head on and redirect Highway 89 through the Interpretive Center site. Your are using a Band-Aid to fix a problem which has a solution.

You are including the Interpretive Center in your proposal without including the impact of it. You let the Interpretive Center be included in your study without making the Forest Service place the Interpretive Center building to the west side of Highway 89. Placing it on the east side is a waste of a very valuable resource, namely lakefront property. The Forest Service wants it on the lakeside so the supervisors can have nice office space. Terrible waste of a valuable resource.

**REDO THE STUDY.**

George J. Henrich Jr.  
164 Tharp Drive  
Moraga, CA 94556  
925-376-3215

Please have the courtesy to call for discussion and clarification of any points you do not understand. Do not just through this and the other responses away. I am not satisfied. The review bodies should not be satisfied.



TO: Juan Palma  
FROM: George Henrich  
DATE: March 10, 1999  
File Code: 1950 NEPA  
64 Acre Tract Intermodal Transit Center at Tahoe City

I have been a homeowner at Tahoe Taverns since 1970 and a recent user of Granlibakken Resort.

I have read your Environmental Analysis dated 10/26/98, talked to Robert King on your staff and lived with the traffic growth for years. Last summer we stayed at Granlibakken over several weekends and one of those included the date of one of your data collection dates of Saturday, July 4, 1998 mentioned on page 4-2 of the Environmental Analysis. Figure 4-1 shows that there are 91 vehicles coming out of Granlibakken every hour and trying to turn left and head to Tahoe City. Table 4-2 indicates that that this is rated as a fail for level of service. I can agree with this from my experience last summer. When one came up to make a left hand turn from Granlibakken, there were usually 5 to 10 cars ahead trying to do the same thing. It seemed like it took about 2 to 3 minutes for each vehicle to get out and make the turn. When I got to the front of the line one either needed a considerate person crawling along going north to let one in or one had take one's life on the line and dart out. The traffic going north toward Tahoe City is crawling along but the traffic going south toward Homewood is flying by at 35 to 45 miles per hour. This is a very unsafe situation and I am surprised that we have not had many serious accidents at that intersection. I mention this point first because it is a situation similar to what the buses are going to face making a left turn out of the transit site and turning left toward Tahoe City. According to your Figure 4-5, there will be 58 of these left-hand turns per hour instead of the 91 per hour left hand turns from Granlibakken. However these will be more difficult as a bus is say 3 times longer than a car and needs 3 times the space between cars going north to get into the flow of traffic. It will be dangerous.

#### WHAT CAN BE DONE?

- Get Caltrans to put a road from near the Granlibakken road & 89 to a point on 89 on the way to Squaw Valley. In effect get traffic heading north on 89 and going toward Truckee to bypass the Y.
- Have a bus only access to the transit site from the 89 road on the way to Squaw Valley. This would involve building a bridge over the Truckee river near the present pedestrian bridge.
- Have a place on the 89 road on the way to Squaw Valley where the transit buses would come and park near the existing pedestrian bridge to drop off and pick up passengers. Use the entrance to the lumber yard for a place for the busses to turn around. Have the shelter for the riders on the north side of the river so that the buses can pick up and drop off persons on the north side of the river. Use the existing pedestrian bridge over the Truckee River for people to go from their cars in the

Transit Site to the busses on the north side of the Truckee River. The cars coming from Homewood would still park in the proposed Transit Site as in your 10/26/98 Environmental Analysis. This would leave even more room for parking of cars on the Transit Site. If the Transit Site is highly used, one needs more parking spaces than in the plan.

I know you will say that the first two proposals are too expensive. The third one is doable but not as convenient as people would have to walk across the bridge in the winter snow. However if you really want to improve the traffic, these are ideas you should explore.

I have studied your Figure 2-2 and discussed it with Robert King. I cannot find a separate right hand turn lane heading south from Tahoe City and turning right into the transit site. Robert King said it was his understanding that there would not be that much traffic and the current traffic flowing south moves well through this area. That it true right now. However Figure 4-5 shows that with the Transit Center in place one would expect that 814 cars an hour would be going south and that 73 an hour would be making a right hand turn. With a lot more persons using the Transit Center, with people parking cars and walking around in the Transit Center, with people using the bike and hiking trail, I can imagine that as buses and cars turn right into the Transit Center, they may have to stop to let pedestrians have the right of way over the bike and hiking trail. This will back the cars and buses up on 89 going south. Also some buses may try to force their way into the traffic going north on 89 and not get all the way into the lane going north. If the backend of the bus is sticking out into the south bound lane on 89 this may slow down or stop traffic going south on 89. I fear a bottleneck at the transit entrance. I fear that as Fire and Ambulance Emergency vehicles are heading south, some may face delays. If they are delayed a minute, it may mean someone's life or some home burning much more than without the delay. If you don't put in a separate right turn lane, please take this letter as your warning and expect to be sued when such an event occurs as it will undoubtedly happen if you don't put in a separate right turn lane heading south toward Homewood at the entrance to the Transit Center.

I feel strongly about safety. I know you looked into an underpass and overpass for crossing from the Transit Center to the east side of Highway 89. I really feel you need to put in an underpass for the summer months. We have been to other places where this really works. The traffic is going too fast heading south to rely on crossing guards.

Unfortunately you did not include a Figure similar to 4-5 for the year 2006. However you did include a Table 4-4. It shows a significant increase in traffic. I think it is a given that the LOTS will significantly add to the traffic. The transit facility, if done right, could actually help the traffic. The LOTS will be a disaster for traffic. One can see on Table 4-4 there are 4 fail points. For instance for traffic coming out of Tahoe Tavern and turning left and heading south on 89, the delay of 150 seconds on table 4-2 increases to 347 seconds on table 4-4. This is almost a 6-minute wait to get out of Tahoe Tavern and head toward Sunnyside. The other increases are bad but this is the worst. The time delay to get out of the Transit Site and turn left toward Tahoe City increases on Table 4-4 to 163

seconds or almost a 3-minute wait. I presume this is for a car. I wonder how long a wait it would be for a bus which is 3 times longer.

MY POINT IS THAT THE STUDY SHOWS A TRANSIT CENTER MIGHT HELP BUT A "LOTS" WILL BE A TRAFFIC DISASTER. If you go ahead with the Transit center, one condition must be that the LOTS plan be dropped.

If the Transit Center is successful, you will not have enough parking. You are only talking about parking for 130 cars. If people are shopping for 2 hours, you only are taking 65 cars away from the Y per hour. You need to have the space to put in more parking if the Transit Center is successful. Why would you even want to build the Transit Center unless you thought it would be highly used. You need to plan to build the 80 spaces planned for LOTS but reserve them for the Transit program and tell LOTS to go elsewhere. If you don't think you will need more than 130 spaces, you should not even go to the trouble of building the Transit Center.

I think that a traffic light will be needed to function on demand by a vehicle passing over a detector in the road at both the Transit site entrance and Granlibakken road. I feel you should budget and agree to pay for both if you put in the Transit Center. All you need to do is look at Table 4-2 and see that these two intersections have fail levels of service. Lights are needed. The Transit Center concept should look at all aspects and try to improve the TRAFFIC and SAFETY.

George J. Henrich Jr.  
164 Tharp Drive  
Moraga, CA 94556

Cc: Bill Combs, Chief Planning Officer, Placer County  
925-376-3215



1154 Prospect Hts.  
Santa Cruz, CA 95065  
July 23, 2000

Placer County Planning Dept.  
Attention: Bill Combs  
11222 "B" Avenue  
Auburn, CA 95603

Re: 64-Acre Tract Intermodal Transit Center

Dear Mr. Combs:

We have been out of town and may have missed the deadline to address the 64-acre Intermodal Transit Center. However, we hope you will still be open to written comments.

It is extremely important for your Department to understand the impact an Intermodal Transit Center would have on the area under consideration. The Tahoe City area is extremely congested and these cars create a great amount of pollution as they drive in and out of Hwy 89. We believe the Environmental Impact Report does not examine thoroughly enough the impact on this particular parcel of land and the surrounding areas.

We also understand many Tahoe City locals and staff members of several regulatory agencies have voiced the need to realign highway 89. Why is no one putting pressure on Cal Trans to promote this project? Everything must be done to protect Lake Tahoe. If the highway were realigned, the Transit Center and the lots would be more appropriately placed toward the riverside of the 64-acre tract, and the 1983 plan more closely carried out. We must thoroughly realize the impact our bulging population and their cars are having on Lake Tahoe. It is important for the authors of the DEIR/DEIS to realize that the use of federal transportation dollars to use recreation land is forbidden by the Department of Transportation.

Sincerely,

*Paul and Sue Stephens*

Paul and Sue Stephens

PLACER COUNTY  
DATE  
RECEIVED

JUL 26 2000 BC

PLANNING DEPARTMENT

## Comment #73

(Verbal motion by the TCPUD Board)

The Tahoe City Public Utility District Board is in favor of the Intermodal Transit Center project and feels that when Fanny Bridge is widened, serious consideration should be given to making four lanes of travel across it. The Highway 89 realignment should also be pursued aggressively.

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## CHAPTER 3

# Comment Responses





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## Comments and Responses

### 1. Comment: Coverage impacts

**The 170,000 square feet of coverage being added seems significant when some people can't even add three square feet to their property.**

Land coverage is regulated pursuant to the Tahoe Regional Planning Agency (TRPA) Code of Ordinances Chapter 20 that sets standards for allowable coverage applicable to each parcel or project area. According to these standards, the allowable coverage for the 64-Acre Tract is 433,751 square feet. The total coverage of Proposed Project is 117,500 square feet. There was pre-existing coverage on this parcel when the Forest Service assumed management control. Approximately 506,201 of Class 5 and 80,560 square feet of Class 1b (Stream Environment Zone) of land coverage is banked on this parcel from the restoration from the previous uses. This total of 586,761 square feet of banked coverage is also greater than the proposed coverage. Therefore, applying the standards in Chapter 20 of the Code of Ordinances demonstrates that the Proposed Project would be in compliance with the land coverage requirements and the impact would not be significant.

### 2. Comments: Recreation mitigation is confusing

**The mitigation discouraging recreational use for reasons of biological impact seems unclear.**

Impact 16-1 describes potential disturbance to riparian habitat along the Truckee River that could occur if 130 more uncontrolled parking spaces are added with the Proposed Project. Without controls on what users are parking in the additional spaces, there could potentially be more recreational users accessing the Truckee River from the Project site, resulting in impacts to the Truckee River system.

Mitigation 16-1 was intended to limit the amount of recreational rafting users to the existing use level and eliminate the potential for additional biological impact as a result of development of the Intermodal Transit Center and associated parking. Impacts and mitigations in Chapters 8 and 14 were also presented to address the parallel potential impact with respect to parking and recreation. While it is acknowledged that recreation access to the Truckee River is an existing use, the purpose of the Proposed Project parking management mitigation is not to increase river rafting access to the river. Other recreation resources in proximity to the 64-Acre Tract are expected to be enhanced by the provision of more access to National Forest lands, the California State Park system, and the Tahoe City area in general.

As a result of the comments received, Mitigation 16-1 was revised to address issues raised with respect to ensuring proper management of a parking control program at the site to prevent recreation impacts. The revised mitigation requires Placer County to pass an ordinance under the allowances of the Forest Service

Special Use permit prohibiting parking of raft users in the proposed 130 space Intermodal Transit Center parking area and enforce the ordinance using Placer County Sheriff patrols. The mitigation revision is more fully described in the Final EIR/EIS/EIS Chapter text changes and modifications to Chapter 16 as well as Chapters 8 and 14.

**The parking management mitigation is going to prevent people from rafting and that is not good.**

The parking management program, in part, is intended to mitigate impacts to the river that might otherwise occur if the additional parking were used by river rafters. The purpose of the Proposed Project is not to increase or decrease access to the river or other recreation resources. The approximately 66 paved parking spaces at the site that currently provide access for private parties rafting on the river, as well as other recreation uses, would not be increased or decreased as a result of the Proposed Project.

The parking management program is also intended to ensure that an adequate number of parking spaces are available to support the proposed intermodal uses including transit. Without parking controls, it is possible that significant portions of the 130 spaces provided with the Proposed Project could support rafting uses on the river. For this reason, parking management at the site is necessary. Therefore, the Proposed Project, with the application of proposed mitigation measures, is intended to have no impacts on the current levels of rafting and to ensure that adequate parking is available to meet the needs of the Proposed Project.

**The Intermodal Transit Center doesn't reduce recreation. A clarification is that the additional parking could have negative effects on the environment and the purpose of the proposed mitigation measure is to reduce those impacts.**

The comment supports the information provided in the Draft and Final EIR/EIS/EIS.

3. Comments: Fanny Bridge concerns

**If the Proposed Project results in more pedestrians crossing the highway at Fanny Bridge, is this a recipe for further disaster with respect to traffic impacts?**

Mitigation measure 9-1 was developed so that the additional pedestrians crossing SR 89 from the Intermodal Transit Center would be managed so that their crossing would not result in additional traffic or congestion problems at Fanny Bridge. With the implementation of the traffic management program, traffic flow will be improved over existing conditions even as additional pedestrians cross Fanny Bridge. Unlike cars, which are lined in a queue, the pedestrians will have the tendency to cross en mass during the same crossing time made available by the crossing guards.



**The document states that people are not the problem at Fanny Bridge. This defies logic. How adequate can the assessment be that suggests that?**

**Congestion backs up because of the Wye, not Fanny Bridge.**

Numerous traffic analyses have been conducted in the Tahoe City area, regarding the Wye and Fanny Bridge. Transportation engineers that have analyzed the congestion problem have identified Fanny Bridge as the source of the conflict. The conflict is between the pedestrians and drivers as a result of the close proximity of the pedestrians on Fanny Bridge to the travel lane. This slows the traffic at that point affecting the speed, queue, and perceptions of the drivers whose vehicles are queued in the traffic. The assessment accurately represents the knowledge experts have of the situation. The analysis that is presented is consistent with the traffic engineering practices administered by the Transportation Research Board.

**The Tahoe City Public Utility District Board is in favor of the Intermodal Transit Center project and feels that when Fanny Bridge is widened, serious consideration should be given to making four lanes of travel across it. The Highway 89 realignment should also be pursued aggressively.**

The widening of Fanny Bridge mitigation described in Chapter 6 will contribute to reducing both the Project's and already existing conflicts between pedestrians and vehicles that slow vehicle traffic. While the Proposed Project requires mitigation to address its direct and indirect impacts as a result of additional people crossing the highway at Fanny Bridge, the project to widen Fanny Bridge is a separate undertaking and requires a separate design and approval. It should be noted that widening to four lanes could cause merge conflicts as the lanes narrow to two lanes and there would be a wider roadway for pedestrians to cross, increasing the danger to them. At this time, the existing number of travel lanes across the bridge is proposed to remain as one lane in each direction.

**The crossing guards at Fanny Bridge have exacerbated the problem of delay.**

The Fanny Bridge traffic management program involving crossing guards has reduced the overall delay of vehicle movement for north and south bound vehicles on SR 89. The program has also improved the safety of the pedestrian movement across the SR 89. Traffic studies in the Tahoe City area and on SR 89 confirm the effectiveness of the crossing guard program over an uncontrolled situation.

**If Fanny Bridge is the source of the traffic problem it should be addressed.**

As discussed in Chapter 6, Fanny Bridge has been shown through numerous analyses to be the source of the traffic flow problems for south bound and especially north bound traffic on SR 89. Impact 6-2 identifies an impact of the Proposed Project in the peak hour condition and Mitigation 6-2 is included to reduce this impact to a level that is less than significant. Traffic analyses

demonstrate that higher traffic flows could be achieved by widening SR 89 at Fanny Bridge, recognizing that it requires a separate design.

4. **Comments: Preservation of the historic Fanny Bridge**  
**The Intermodal Transit Center should not be located adjacent to the historic Fanny Bridge.**

For NEPA, historic resources include those listed in or eligible for listing in the National Register of Historic Places. For TRPA, historic resources include those eligible for designation as an historic resource under TRPA's Code of Ordinances. Finally, for CEQA, historic resources are generally defined as those listed or eligible for listing in the California Register of Historical Resources, included in a local register of historical resources, identified as significant in an historical resources survey meeting certain requirements, or determined to be historically significant for California by the lead agency. Where an historic resource, as defined, is present, impacts are considered significant if a project would adversely affect the historic resource.

In this case, Fanny Bridge was not identified as an historic resource for purposes of the impacts analysis. The commenter provides no information to suggest that Fanny Bridge qualifies as an historic resource within the regulatory context. Fanny Bridge is not listed in the National, State, or local registers. Further, Fanny Bridge is not being treated as an historic resource within the context of Caltrans' plans for widening the Bridge and no historic concerns with the actual widening project have been identified.

Moreover, there is no evidence that the proximity of the Intermodal Transit Center will degrade any historic attributes of Fanny Bridge. No characteristics of constructing or operating the Intermodal Transit Center directly affect the Bridge structure. Indeed, the Intermodal Transit Center provides benefits to the Bridge in that it will reduce conflicts between pedestrian and vehicle users.

**Why not realign SR 89 instead of upgrading Fanny Bridge because of the conflicts that could occur as a result of "historical" concerns?**

The planning process for widening Fanny Bridge has been proceeding and no historical conflicts have been identified with widening the bridge. While there will be additional impacts beyond historical, the impacts to SR 89 realignment and the new bridge required for that project could be more significant than widening Fanny Bridge.

**The Tahoe Tavern building was historic before the site was developed into the existing condominium project so why the sudden concern for Fanny Bridge historic aspects?**

Comment noted.

**Preservationists will fight the Fanny Bridge widening from a cultural and historical perspective. The SR 89 realignment would be the preferred alternative to trying to widen the historic Fanny Bridge.**

As stated above, no information indicates that Fanny Bridge would be adversely impacted by this Project or by widening Fanny Bridge. No preservation interests have expressed concerns regarding the widening of Fanny Bridge. There has been no planning or environmental analysis initiated with respect to realignment of SR 89. It is quite possible that there could be significant impacts identified as a result of such a future proposal.

**Changing Fanny Bridge would be an environmental disaster.**

The available information regarding widening Fanny Bridge indicates that the widening will not result in environmental impacts that could not be mitigated. As the project is a separate undertaking within the Tahoe Region, the widening of Fanny Bridge will have to be accomplished according to the environmental regulations administered by TRPA and the California Regional Water Quality Control Board, Lahontan Region.

5. Comment: Pedestrian overcrossing

**Why was the overcrossing eliminated from consideration? It seems like a good idea.**

Chapter 4 discusses the alternatives proposed for an overcrossing. Page 4-4 discusses the reasons why this alternative feature was eliminated from consideration. Primarily, there would be significant scenic impacts as a result of building an overcrossing that would violate TRPA scenic quality and travel route ratings. In addition, many overcrossings that have been installed are not used consistently. Pedestrians continue to cross at grade even when four lanes of travel are present. Accordingly, the overcrossing was eliminated from further analysis because it would create adverse impacts, but would not likely be successful at meeting Project objectives.

6. Comments: Noise attenuation

**The noise level is a concern of the project.**

All noise impacts to the Proposed Project can be mitigated to a level that is less than significant. Noise levels at the site and in the immediate area will continue to be dominated by the existing noise from traffic on SR 89, rather than any existing or proposed uses at the 64-Acre Tract.

**Landscaping doesn't seem like it would attenuate the potential noise impact to recreation users at the 64-Acre Tract.**

**It will be 20-30 years at a minimum for noise to be reduced by the installation of plant materials, even if large trees are spaded and planted.**

The potential noise problems identified in Impact 13-1 are single events, such as those associated with starting a bus or other piece of heavy equipment. These possible events are short term, generally less than a minute in duration. The events could produce noise that could be perceptible to someone using the trail system. However, as compared with the existing noise from traffic on SR 89 and other activities in the area, the source of noise would not be continuous.



The planting of shrubs and trees to be accomplished as a result of Mitigation 13-1 is intended to provide sufficient vegetation to attenuate the short-term noise. It is intended that the shrubs and evergreen trees, even if they are not mature specimens, would provide sufficient vegetative cover to offset the single event noise sources. In addition, the vegetation management plan set forth on page 3-7, as a development requirement, will insure that the vegetation planted will survive and provide both the scenic and noise attenuating properties disclosed in the Final EIR/EIS/EIS. The vegetation management plan, as well as all of the other specified development requirements, will be presented for review and approval to the Forest Service, Placer County, and TRPA.

Landscaping is a commonly used feature along highways and freeways to disperse and shield sensitive noise receptors from the effects of noise.

7. Comments: Diesel particulates and air quality

**Constant idling of big buses will vastly increase pollution to our delicate air and water problems.**

**With the buses it seems that diesel particulate exhaust concentrations could be significant.**

**The California Air Resources Board (CARB) encourages you to view the Intermodal Transit Center as only the first step in the process for ensuring that transit in the Lake Tahoe Basin provides the maximum air quality benefit. The CARB adopted a Public Transit Bus Fleet Rule and Emissions Standards for New Urban Buses. The regulation requires all transit fleet operators, including those in the Lake Tahoe Basin, to purchase either lower emission diesel buses or alternative fuel buses. We encourage you to work with the transit operators to convert their fleets to the cleanest available diesel engines or, preferably, alternate fuels.**

Diesel particulate exhaust emissions from the nearest monitoring site for particulates is in South Lake Tahoe. Levels in South Lake Tahoe exceed the California State Standard, but are below the federal standard. When modeled for carbon monoxide (CO) all six bus bays were filled with idling buses and no violations of the CO standard was found when modeled. While this is for a different pollutant, it may give some indication of the concentrations. From a toxics perspective, diesel bus particulates are becoming a concern. The US Environmental Protection Agency (EPA) had proposed a model for estimating levels of emissions of particulates from diesel vehicles, but that model has not been accepted as technically adequate. At this time there are no models available for estimating the concentrations of particulates from diesel vehicles nor are there any standards for examining a "hot spot" as a result of diesel emissions. Therefore there is no standard of significance that can be identified in any adopted EPA, CARB, or TRPA standards. Because there are no management guidelines or reasonable regulatory measures to quantitatively assess the impact of diesel emissions, for the purposes of analysis, the impacts of particulates are

not considered a significant impact. However, the general concern regarding the use of diesel transit buses is discussed further.

The Proposed Project will not increase the number of idling buses for TART. The existing TART service includes idle time at the existing transit stops at the Tahoe City Wye. The Proposed Project will move the layover and idling time to the 64-Acre Tract.

Recognizing that diesel emissions from buses are of concern and the new California Air Resources Board fleet rule for Urban Buses, the TRPA and other transportation partners in the Tahoe Region, including Placer County, who operates the Tahoe Area Regional Transit (TART) system, are working to replace diesel transit buses with vehicles using compressed natural gas (CNG). CNG has none of the particulate emissions of diesel and would reduce any potentially toxic effect to an imperceptible level. Overall, the air quality in the Tahoe Region is meeting most all of the health standards. Any project to increase the use of buses over the automobile is consistent with the air quality goals of the TRPA. The Proposed Project, as planned in the Regional Transportation/Air Quality Plan, accomplishes the goals of improving air quality.

The mitigation requirements for this Project reduce particulate impacts to a less than significant level. TRPA's restrictions contained in subsection 91.7 of the TRPA Code of Ordinances regarding idling restrictions shall remain in effect for transit operations at this site and any other site in the Region. The idling restrictions identify specific plan areas where vehicles may not be caused to idle longer than 30 minutes in duration. This project is not located in those plan areas, however, transit services, as a matter of normal operations, will not be idling greater than 30 minutes at this site.

Other air quality impacts such as increased dust levels during construction are addressed in Chapter 3 where the requirements that a grading plan be submitted are part of the final development requirements. The grading plan will require consistency with Chapter 64 of the TRPA Code of Ordinances wherein it requires implementation of dust control measures during construction.

Receptor locations such as the Tavern Shores and Tahoe Tavern properties will not be impacted by any increase in objectionable odors as a result of the Proposed Project. Any odors generated by the resultant transit vehicle activity will be dissipated by the time they reach SR 89. Any perception of odors at nearby residences will remain as perceived prior to project implementation.

**We encourage you to consider requiring alternative fuel or lowest emitting diesel fueled equipment during construction of the Intermodal Transit Center to minimize emissions of particulate matter and nitrous oxides.**

Construction emissions are identified as Impact 10-1. Complying with the requirements of Mitigation 10-1 could include the use of alternative fuel vehicles or lower emitting diesel fueled equipment to comply with existing and proposed CARB requirements as well as the requirements of TRPA and the Placer County

Air Pollution Control District. Requirements for the reduction of particulates and nitrous oxides by the State of California will apply during construction. Placer County may look favorably at those firms bidding on the construction of the Intermodal Transit Center who demonstrate they will be using alternative fuel or lowest emitting diesel fueled equipment but the requirement will not be binding to the Proposed Project.

8. **Comments: Compatibility with regional transportation improvements**  
**The Draft EIR/EIS/EIS doesn't explain how making the Intermodal Transit Center a parking lot for Tahoe City is going to improve traffic.**

The reason for including both the Intermodal Transit Center and parking as part of the Proposed Project is that dependence on personal automobiles for local travel in the Tahoe Basin is a primary contributor to traffic and air quality problems. By providing a place for people to park their cars and to gain access to alternative means of transportation (buses, bicycling, walking), there is the potential to reduce traffic and the problems associated with too many cars on the roadway. The amount of proposed parking is sized to meet identified needs to support transit operations and other uses as set forth in the Tahoe City Community Plan and other planning documents.

**The increase in transit availability facilitated by the Intermodal Transit Center will de-emphasize reliance on the private automobile by residents and visitors to Lake Tahoe.**

Comment noted.

**The facility provides a much-needed link site for North Lake Tahoe's emerging transportation system infrastructure and is an integral part of the Lake Tahoe Basin-Truckee regional transportation goals. It not only helps in the attainment of Lake Tahoe's high environmental standards, but also in reaching economic goals.**

Comment noted.

**This facility will significantly improve the operation of transit at Lake Tahoe, help reduce vehicle miles traveled and air pollution in the region, and help provide another important opportunity to reduce and manage traffic in the area.**

Comment noted.

**There needs to be a more substantial statement of purpose and need than simply the need to reduce automobile dependency.**

Chapter 2, Purpose and Need provides an extensive description of project need. In summary, a combination of transportation improvements was identified for the Tahoe City area, mainly in the Tahoe City Community Plan. The locations of the improvements, the design sought for Tahoe City, and the transit services designed to serve patrons of Tahoe City and the West and North Shores of Lake



Tahoe were coordinated and integrated. Most notably, the proposed improvements were designed to make visiting Tahoe City and the surrounding area possible without the use of a private vehicle. This would attract the destination visitor and make it easier for the resident and day user visitor to eliminate the use of private vehicles while at Lake Tahoe. The Intermodal Transit Center is one component of the overall system of transit and related improvements that have been planned for the area. It is also one of the improvements identified to meet the environmental goals of the Lake Tahoe Basin as set forth in the Environmental Improvement Program and is a "Deliverable" requirement of the 1997 Presidential Forum at Lake Tahoe.

**How will the Intermodal Transit Center stimulate the use of transit?**

The Intermodal Transit Center will serve as a more convenient point of transfer between the transit routes that converge in Tahoe City. It will also be safer than the existing transfer point where passengers have to cross SR 28 at an unmanaged location and where there is inadequate waiting space, especially during periods of inclement weather. The proposed facilities will be a more visible reminder to the residents and visitors of the Tahoe Region that transit can play a role in living in or visiting the area. The Intermodal Transit Center will provide a park and ride area for visitors to be able to park their car and take transit to various destinations instead of driving. This opportunity is limited now because of the lack of abundant parking near bus stops. Other similar transit centers have proven successful at increasing transit ridership and are cited in the Draft EIR/EIS/EIS.

**There are opportunities now for transit improvement with the pending sales tax for greater support of transit and the Intermodal Transit Center is part of the overall solution.**

Comment noted.

**The Tahoe City Community Plan determined that traffic was the number one problem. There are many parts to the transportation solutions identified in that process and this was just one of those.**

Comment noted.

**There are numerous transportation projects going on to improve conditions and the Intermodal Transit Center is complementary and integral.**

The Intermodal Transit Center is one of several transportation projects identified in the Tahoe City Community Plan and the 1992 Regional Transportation Plan designed to improve transportation in the Tahoe City area.

**This Tahoe City area is about tourism and bringing people here and we need to deal with the problem with things like the Intermodal Transit Center.**

Comment noted.

**The Intermodal Transit Center has an important role in the future of transportation in the Lake Tahoe-Truckee region.**

Comment noted.

**A more convincing description of the need for the facility is required. Marketing the need for the facility is required. People may go with the mitigations if the purpose and need is shown, but this must be demonstrated more. People may buy into it if this is done.**

The comment was made in the context of the presentation made at the TRPA Advisory Planning Commission (APC) on June 14, 2000. The presentation for the TRPA Governing Board on June 28, 2000 was modified to include more background regarding the overall transit plan for the North Shore and the purpose and need for the Proposed Project. Greater detail regarding the overall transit plan can be found in the 1992 Regional Transportation Plan, the North Tahoe Tourism Development Master Plan, and the Tahoe City Community Plan. These sources were used to develop the overall picture of transportation for North Shore in a more comprehensive manner for the presentation to the Governing Board than the information presented at the APC meeting. The Intermodal Transit Center is sized accordingly to the analysis presented in Chapters 6-8. Most notably, Table 8-1 includes the discussion regarding anticipated parking need.

**It seems there are more documents where the 64-Acre Tract Intermodal Transit Center is mentioned than the list presented including some mention in Tahoe Transportation District documents**

There are Tahoe Transportation District documents where the Intermodal Transit Center is mentioned.

9. Comments: Tour bus use and parking

**Are there going to be provisions for tour bus parking? Wouldn't that increase the number of people crossing SR 89 if tour buses use the site? It would be better to have people take tour buses to Lake Tahoe than drive their own cars.**

Tour bus parking is not prohibited by design or by regulation in any way associated with the Intermodal Transit Center. The proposed facility was not planned, however, with tour buses in mind. As stated by the representative of Placer County at the APC presentation on June 14, 2000, tour buses could be allowed to utilize the Intermodal Transit Center if the County determines that would be appropriate. If tour buses did drop off people for brief periods or for extended stays, additional pedestrians crossing SR 89 could be expected. The crossing guard program specified in Mitigation 9-1 would handle the volume of the additional pedestrians in a manner that is safe and that minimally interrupts the traffic flow on SR 89. To the extent that people can take tour buses instead of their own private vehicles, vehicle miles of travel will be reduced and facilities such as the Intermodal Transit Center have been planned as important components of car-free travel in the Lake Tahoe Basin.

**Tour buses will use the parking lot on a very regular basis, and tour bus operators will look upon the transit center as an invitation to make Tahoe City a venue for tours because there will be a place to store the buses. The buses will have serious ecological implications for the Truckee River as they exit from Lake Tahoe, as well as the sensitive shoreline east of SR 89.**

As stated by the representative of the Placer County Public Works Transportation Division at the June 14, 2000 APC meeting, tour buses were not identified as an intended use of the site. However, that option is available should Placer County and/or the Forest Service permit that use. The Placer County representative also indicated that no storage of buses at the site was planned.

With respect to potential ecological impacts to the Truckee River and the shoreline east of SR 89 it is assumed that the comment refers to the potential that additional people would gain access to the river or the shoreline as a result of the Intermodal Transit Center. This, in turn, could mean that there could be impacts to terrestrial and aquatic habitat. A Coordinated Resource Management Planning (CRMP) process is currently underway as a joint effort of the Forest Service and Placer County to address these and other potential problems associated with the management of the Truckee River. However, the planning process has not been completed because the diversity of different parties with a stake in the management of the Truckee River has made it difficult to achieve a consensus. Until a new plan is developed, the existing Forest Service management plans for the 64-Acre Tract, including the beach to the east of SR 89, and the Truckee River are the adopted programs for specifying how the National Forest lands can be used. There is an existing system of trails for people to use that limits human encroachment into terrestrial and aquatic habitat. In addition, signs have been placed to educate users about the unique habitat of Lake Tahoe and the Truckee River and the need for using the designated trails as well as for taking other steps to protect the quality of the environment. It is assumed that future visitors would educate themselves using the existing signs and would use the trails and other improvements that have been provided, in part, to protect the environment.

10. Comments: Need for and size of the Intermodal Transit Center  
**The South Lake Tahoe transit center is an asset to the community and the Proposed Project could have similar benefits.**

Comment noted.

**The model South Lake Tahoe transit center has only four public parking spaces, or just three percent of the parking planned for the 64-Acre Tract. Those four spaces are seldom used, suggesting that most transit riders walk to and from the nearest bus stop.**

**The South Lake Tahoe transit center has been wildly successful. It is used by a variety of transit services but not trolleys that stop by K-Mart. The proposed**



**Intermodal Transit Center is more than twice the size of the South Lake Tahoe transit center. It is being over built.**

**Why would such a large building be necessary when the intermodal transit center at South Lake Tahoe is half that size, with room for only one or two buses and with only four parking spaces?**

**It would be wise to downsize the Proposed Project, comparable to the small “successful” one at the South Shore.**

**The analysis should realistically consider the size of the Intermodal Transit Center and Interpretive Center that is actually needed to enrich the area. It would seem inadequate attention is given to the function of the proposed facility or the existing environment and that a bureaucratic ego is making decisions without responsibility to appropriate land use or to citizens’ needs.**

The referenced transit center in the City of South Lake Tahoe is located at the intersection of SR 89 and US Highway 50 adjacent to a shopping center. While that transit center serves some similar purposes as compared with the Proposed Project, there are some fundamental differences in its purpose and design. It was primarily developed to be the local public bus system transfer point for residents and not an intermodal facility to support regional transit service for both residents and tourists. It is also not an intermodal facility that is intended to serve a broad array of other transportation modes (pedestrians, cyclists, skaters). The current design of the facility provides approximately 400 square feet of space for transit patrons and two buses can use it at one time. There are only four parking spaces for transit patrons at the site, however it is adjacent to the large paved parking lot at the shopping center.

It should also be understood that another transit facility has been approved and is under development in the City of South Lake Tahoe. This is an intermodal transit center that is being constructed as part of the Park Avenue Development Project. This facility will include 4,610 square feet of space for providing transit information, ticketing, and public restrooms as well as 625 square feet of space to provide visitor information services. The site has been planned to provide capacity for loading and unloading of 11 buses, although initially only four of the 11 bus bays will be developed. The facility is intended for intermodal transit including access to a new gondola to the Heavenly Ski Area, buses and other shuttle vehicles provided by the ski areas and other resorts as well as tour operators, and an on-call coordinated transit system to support both visitors and residents. The Park Avenue Development Project also includes parking for 1,649 vehicles including 1,189 within enclosed parking structures. There is also a provision in the intermodal transit center to accommodate the future development of a Light Rail Transit System along Highway 50. The overall goal of the transit center component of the Park Avenue Redevelopment Project is to provide a site where destination visitors can rely on transit and other intermodal forms of transportation as an alternative to using their private vehicles.

In combination, the two facilities in the City of South Lake Tahoe are intended to function in a way that is complementary to each other. Together, they have many features that are similar to the Proposed Project. However, the specific intermodal transit needs in Tahoe City are different than those at the South Shore.

As set forth in Chapter 7 and 8, and supported in the document entitled the *Sixty-Four Acres Multimodal Transport Center Study Final Report (1994)* that is referenced on page 8-3 of the Draft EIR/EIS/EIS, the number of proposed parking spaces and the number of bus bays proposed with this project are considered those necessary to meet the needs identified in the *Tahoe City Community Plan*. In addition the proposed size of the facilities are supported by the findings contained in the document entitled *United States Forest Service Tahoe Basin Transit Plan (1996)*. A copy of the *Sixty-Four Acres Multimodal Transport Center Study Final Report (1994)* without the graphics is provided in the Final EIR/EIS/EIS along with a more recently compiled summary closely mirroring the information in Chapter 8. These documents are included in Appendix A of the Final EIR/EIS/EIS.

With respect to the number of bus bays, the proposed six bays could accommodate the multitude of TART transit routes that serve various directions, a planned Regional bus service, and the visitor trolleys at the North Shore that could be present at one time for the purposes of transfer. The potential transfer with other services (ski shuttles, Amtrak Thruway) is also facilitated with the multiple bus bays. The combination of potential transit vehicles to be supported by the proposed facility resulted in the need for the six bus bays.

The *Tahoe City Community Plan* identified that “there should be approximately 100 spaces provided along with the transit center” for the purposes of the community parking lots, served by shuttles. This is identified on page 8-2 of the Draft EIR/EIS/EIS. Not complying with the Community Plan requirement with respect to parking was identified as significant in the Draft EIR/EIS/EIS. A complete analysis of parking needs was provided in Chapter 8 with the figures 45 spaces identified in support of transit use as shown on Table 8-1 and 85 spaces to meet community needs. The 130 spaces in total satisfy the *Tahoe City Community Plan* goals of 100 spaces while providing the “remaining” spaces for trail and park and ride use. In day to day practice, the 130 spaces will be utilized by various categories of parking users throughout the day.

Previous documentation has identified 136 spaces for park and ride use alone, as set forth in the *Sixty-Four Acres Multimodal Transportation Center Study Final Report (1994)* without accounting for trail system use. The parking at the Intermodal Transit Center is designed to facilitate parking for trail users as well. Without accounting for the trail users, Table 8-1 demonstrates on an hourly basis what portion of the parking spaces will be used by the categories of parking users by hour. A very similar analysis was developed initially as set forth in the *Sixty-Four Acres Multimodal Transportation Center Study Final Report (1994)*.

Both these analyses present the hourly demands for the categories of parking users consistent with the *Tahoe City Community Plan*, the 1992 *Regional Transportation Plan* and the existing and projected transit and trail uses in the Tahoe City area.

With a projected demand for 130 spaces just for park and ride use, the number of spaces is considered to be a minimum number for satisfying the purpose and need for the Proposed Project. The size of the Intermodal Transit Center and the number of parking spaces proposed are based on the objectives outlined in the *Tahoe City Community Plan* for transit services, ridership, employees, day-user visitation, destination user visitation, and Tahoe Basin resident use. This includes trail and park and ride transit users. As the mix of parking uses at the site will not be controlled, with the exception of rafting use, it can be expected that during peak months not all potential parking users will be served by the 130 spaces.

To encourage transit ridership, sizing the parking area to less than 130 spaces to the extent that park and ride is not supported undermines the potential ability of the Intermodal Transit Center to achieve reduction in Vehicle Miles Traveled identified in the *Tahoe City Community Plan*. There would also be the impact of unserved park and ride drivers searching for parking in the Tahoe City area, all the while contributing to traffic congestion in the area. For transit to function to its planned potential, it is important that regular users and visitors planning to utilize the Intermodal Transit Center are not turned away from their anticipated means of use, i.e., park and ride. If this were to occur, the objectives of the *Tahoe City Community Plan* and the purpose and need of this Proposed Project would not be satisfied. Providing the supply at a known site that meets the projected demands permits the transit services to utilize the Intermodal Transit Center to its transit ridership potential and also eliminates unnecessary contributions to traffic congestion.

**Its modest size and mountain style design are consistent with the site location and local environment.**

Comment noted.

11. Comments: Planning and environmental review process

**People have forgotten the trailer park and that when the site was taken over by the Forest Service there were specific needs for improvements.**

Comment noted.

**The proponents are dismissing the objective approach to this document and are setting up to ignore the limited resources available to address a large conflict that could involve litigation. This situation would not help anyone at all.**

Public scoping preceded the development of the Draft EIR/EIS/EIS. The purpose of this process was to provide for identification and consideration of the need for the project, alternatives, and concerns to be addressed in the environmental



analysis. The issues and concerns identified during the scoping process and during the preceding Environmental Analysis review were considered. The Draft EIR/EIS/EIS prepared for the Intermodal Transit Center provided for objective analysis and disclosure of the potential impacts. Controversy regarding the Proposed Project may result in eventual litigation, but that choice would be determined by actions of potential litigants. Verbal and written correspondence has “offered up” the acceptability of the development of the Intermodal Transit Center in exchange for the relocation of the Lake of the Sky Interpretive Center project to the riverside portion of the 64-Acre Tract.

This Draft EIR/EIS/EIS did not consider relocation of the Interpretive Center because that project has been the subject of a separate EIS that resulted in a Record of Decision by the Forest Service. The Draft EIR/EIS/EIS was developed to analyze the potential impacts of the Intermodal Transit Center and not to reconsider the merits of or to reanalyze a previous project action. Importantly, the Interpretive Center and the Intermodal Transit Center are two independent projects, not two elements of a single, larger project. Although the two projects complement each other, they are not interdependent. The Intermodal Transit Center, as proposed, can move forward without implementation of the Interpretive Center. Similarly, the Interpretive Center is not a consequence of the Intermodal Transit Center, but is the subject of a separate project decision. Finally, implementation of the Intermodal Transit Center as proposed would not preclude a future decision to proceed with the Interpretive Center on the riverside, subject to any necessary additional environmental review that might be required for such a decision. However, the Draft EIR/EIS/EIS did present information about the potential cumulative impacts that could occur if both the Proposed Project and the Interpretive Center, as currently proposed, were developed.

Correspondence from the Forest Service indicates that construction of the Interpretive Center will not be pursued in the immediate time frame. The final Forest Service action proposed by the Interpretive Center settlement letter has not taken place although the specific action of that settlement letter to review the combined traffic impacts of the Interpretive Center at both the river side and lake side locations with Intermodal Transit Center was accomplished. The conclusion of the analysis was that each traffic impact of the Interpretive Center at either the riverside or lakeside with the Intermodal Transit Center could be mitigated to a less than significant level. This document is included in Appendix A of the Final EIR/EIS/EIS.

**The parcel development plan needs to recognize the legitimate rights of all the planning participants and to date, the Tahoe Tavern and Tavern Shores have not been accorded the dignity of participating in a solution.**

Throughout the planning process the Tavern Shores and Tahoe Tavern property owners have been approached regarding the issues, including a meeting arranged in the San Francisco Bay Area to facilitate the input of members of the

public who have primary homes in the Bay Area. Meetings discussing the Interpretive Center project in relation to the Intermodal Transit Center were held. Extensive public scoping has been solicited both in terms of the Environmental Analysis first prepared and later for the Draft EIR/EIS/EIS. The “solutions,” which were analyzed as alternatives, presented to the Forest Service by the representative of the Tahoe Tavern and Tavern Shores with respect to the location of the Interpretive Center are considered and dismissed from further analysis as presented in Chapter 4. They were dismissed from further consideration because they did not meet the purpose and need for the project or involved analysis of projects of which there are no details and are not reasonably foreseeable within the Proposed Project planning timelines.

The primary subject of this EIR/EIS/EIS is not the Interpretive Center. With respect to the “solutions” involving the location of the Interpretive Center, the Forest Service has undertaken the additional transportation analysis steps previously committed to. The document containing this analysis is included in Appendix A of the Final EIR/EIS/EIS. The process that was opened by the appeal and subsequent Forest Service settlement letter of the Interpretive Center EIS Record of Decision, however, has not been ultimately and finally resolved. The additional traffic analysis actions identified by the Forest Service in the settlement letter have been completed. The most recent correspondence from the Forest Service indicates that construction of the Interpretive Center will not be pursued in the immediate time frame.

**Since the early 1960s the Tavern Shores and Tahoe Tavern have been some exemplary developments that will be affected by lack of proper planning on the 64-Acre Tract.**

The planning history on the site has been well documented. The project history is identified in the Project History on page 1-4. In addition, the summary of previous project planning and environmental analysis is presented beginning on page 1-4. Planning on the 64-Acre Tract has consistently followed the identifications of uses anticipated in the 1983 Environmental Impact Statement for the transfer of the parcel from the Bureau of Reclamation to the Forest Service. It has also followed from the earlier 1974 Conceptual Use Plan Map for the 64- Acre Tract, which was incorporated in the 1986 *Plan for the Sixty-four Acre Tract*, Forest Service. The TRPA Regional Plan is the overall planning document for the Lake Tahoe Region and the Tahoe City Community Plan is the more specific land use plan for the area. Both the TRPA Regional Plan and Tahoe City Community Plan include the Intermodal Transit Center as an element that is either consistent or specifically identified in the respective plans. All of the planning processes that support and lead toward the development of this project EIR/EIS/EIS have occurred according to the public participation procedures germane to each public planning agency and provided ample opportunity for citizen participation. In addition, this EIR/EIS/EIS was prepared following the public participation requirements of the CEQA, NEPA, and TRPA

environmental documentation requirements and relied upon the planning documents that have preceded the Draft EIR/EIS/EIS.

**There are property owners who pre-date the Forest Service ownership by 18 years and the sense of who came to whom should take place and so their concerns are legitimate.**

The concerns of all commenters are acknowledged and addressed in these responses to comments. Although some property owners acquired their property prior to the Forest Service acquiring the 64-Acre tract, the intended use of the property for a transit center was reflected for the property as early 1974, in the Conceptual Use Plan Map for the 64-Acre Tract. As discussed above, the intended transit use on the property has been restated consistently since 1974 in numerous planning documents.

12. Comments: the Interpretive Center/Appeal/Settlement letter

**How can you argue for an Intermodal Transit Center to improve traffic congestion and in the same document condone the Interpretive Center that is going to make matters more dangerous and unbearable?**

The appearance of the Interpretive Center in the EIR/EIS/EIS is incorporating all reasonably foreseeable projects into the analysis of cumulative conditions. The traffic impacts of the Intermodal Transit Center are mitigated to less than significant. In the cumulative analysis, the mitigation of the impacts of both the Intermodal Transit Center and the Interpretive Facility are considered. The same mitigations applicable to the Intermodal Transit Center alone are applicable when combined with the Interpretive Center as are additional mitigations that correspond directly to the operations of the Interpretive Center. All mitigations for the Intermodal Transit Center and Interpretive Center are required to meet or exceed the safety standards as administered by Caltrans, Placer County, or the Forest Service.

**The George Whittell estate is the perfect answer for the location of the Interpretive Center.**

The Interpretive Center is not the subject of this EIS. An EIS and Record of Decision addressing the Interpretive Center are on file with the Forest Service.

**The continuing controversy regarding the siting of the Interpretive Center, a matter on which Coalition members and others hold varying views, need not affect the implementation of the Intermodal Transit Center, a critical environmental improvement for Lake Tahoe.**

Comment noted.

**We have tried to let the different project proponents express their interest to develop these project ideas (Intermodal Transit Center and the Interpretive Center). Folks in Tahoe City want more parking. The best surrogates of the public interest are the Tavern Shores and the Tahoe Tavern because they are saying they don't want to bear the brunt of piecemeal planning in terms of**



**cumulative impacts. The Forest Service refuses to let go of the Interpretive Center on the lakeside.**

The 64-Acre Tract is owned and managed by the federal government through the Forest Service. The planning for the parcel by the Forest Service, by Placer County within their county, and within the Tahoe Region by TRPA has all been conducted within the framework of public participation requirements unique to each agency and level of government. Each of these entities is responsible to the public. The public planning processes for this parcel and area in general has consistently included the elements first identified in the 1983 EIS for the transfer of the parcel to the Forest Service from the Bureau of Reclamation and the 1986 Forest Service document, *Plan for the Sixty-four Acres, Tahoe City, California* that included a 1974 map including a transit center on the riverside of the parcel.

The Forest Service has completed an EIS for the Interpretive Center and issued a Record of Decision for the project. The purpose and need for the Interpretive Center are satisfied by the development of the preferred alternative of locating the Interpretive Center on the lake side of the 64-Acre Tract parcel. As identified throughout numerous responses, the Draft Intermodal Transit Center EIR/EIS/EIS is not reconsidering that decision.

**The Interpretive Center is not being considered as part of the proposed project. It is part of a reasonably foreseeable set of impacts for the cumulative impact analysis. The Interpretive Center is not before the TRPA Governing Board. The Intermodal Transit Center is before the TRPA Governing Board. The Interpretive Center is included for the context of all the analysis.**

The comment, which is a response to TRPA Governing Board Member Don Miner during a public hearing is correct. The Interpretive Center has been included in the context of the cumulative impacts analysis in the Draft EIR/EIS/EIS, but the Interpretive Center is not before any approving body making a decision to certify the Final EIR/EIS/EIS for the Intermodal Transit Center.

**The settlement proposal to the Forest Service from the property owners who appealed the Interpretive Center decision, which was confidential, has been entered in the public record for this project.**

It has been included as an attachment to comment letter number 2.

**There are some severe legal problems with the approach that is being taking by the Forest Service and it looks like the TRPA staff is adopting that position.**

The comment refers to the appeal and settlement agreement for the Interpretive Center project, which is not the project considered in this document. The letter provided to Antonio Rossman from Edmund Gee, Acting Forest Supervisor for the Lake Tahoe Basin Management Unit on April 6, 2000, indicates that "I (Edmund Gee) have decided to not move ahead with the implementation of the Interpretive Center at this time...Planning and decision making for the transit

center, and other new developments that may affect the 64-Acres will be considered before we resume seeking implementation funds for the Interpretive Center.” This Draft EIR/EIS/EIS was prepared using the best information available based on the Interpretive Center Record of Decision to provide an analysis of the cumulative impacts of the Intermodal Transit Center and the Interpretive Center project as approved. If new information develops, it is possible that additional environmental review may be required when the Forest Service decides to pursue implementation of the Interpretive Center decision.

**The property owners are trying to link the Intermodal Transit Center and the Interpretive Center and they really are not linked.**

The Intermodal Transit Center and the Interpretive Center project are not linked as the comment correctly states. This can be discerned by the cumulative no-action alternative. If these were linked, the Interpretive Center project would not be analyzed in Chapter 19, Other Impacts, in the no-action alternative. The Interpretive Center was previously the subject of an EIS and Record of Decision by the Forest Service. It was also an EIS approved by the TRPA Governing Board.

**By staying in the area I was able to see how adversely the east side of the highway would be affected if it were to be intensively developed. There will be legitimate threats to property interests.**

The Intermodal Transit Center is not proposed to utilize any of the eastern portions of the 64-Acre Tract parcel. The Interpretive Center project is identified in the document for development on the east portion of the parcel consistent with the standing Record of Decision for the Interpretive Center. The evaluation of the Interpretive Center was presented in the Interpretive Center EIS and not reconsidered in this document.

**Review this on its own, not tiered against the Interpretive Center river/lake side argument or the 89 realignment. Don't tier it to a solution for something else. This is about the Intermodal Transit Center need and not preservation of the lakeside area. We need to solve this. We should look at it on its merits, which are strong.**

The Interpretive Center project as discussed in other comments was the subject of a previous EIS. A Record of Decision followed which was subsequently appealed. A settlement letter was provided by then Forest Supervisor Juan Palma to Antonio Rossman, attorney for the Tahoe Tavern and Tavern Shores property groups. The traffic study identified in the settlement letter was completed, concluding that once mitigation was applied, there would be no significant impacts with respect to the location of the Interpretive Center on the river or lake side as combined with the Intermodal Transit Center. Acting Forest Supervisor Edmund Gee sent a letter indicating that the Interpretive Center project was on hold and that the Forest Service would concentrate on implementation of the Intermodal Transit Center project. Final resolution of the settlement letter has not taken place and the issue remains unresolved. For the

purposes of this analysis, the standing Record of Decision locating the Interpretive Center on the lake side of the 64-Acre Tract was utilized as the best available information with which to analyze future conditions, including cumulative impacts. These impacts are presented in Chapter 19, Other Impacts. The cumulative impacts include mitigations appropriate to mitigating combined impacts when the Interpretive Center is presumed to be built (2006 is the date selected for future year analysis). The Interpretive Center is not being reconsidered in this document. The positions taken by the Forest Service and Mr. Rossman leave open the possibility that the Interpretive Center may be developed on the river side of 89. The resolution of this issue is a separate one from the consideration of impacts for the Intermodal Transit Center. This document focuses on the merits, the impacts, and the mitigations for development of the Intermodal Transit Center recognizing the cumulative impacts that may be associated with the Interpretive Center as approved.

**Is there a way to protect the legitimate public values and the private interests of the Tahoe Tavern and Tavern Shores? There is a way but it was not acknowledged.**

The Draft EIR/EIS/EIS addressed a proposed public use on public property. While the proposed use would constitute a change from the current conditions at the 64-Acre Tract, the use is consistent with the planned use at the site as identified in numerous planning documents which themselves were documents planned through public processes. The Intermodal Transit Center is not planned immediately adjacent to the Tahoe Tavern and Tavern Shores parcels. In addition, the Intermodal Transit Center was designed to include buffers between the Project and adjacent properties. Alternatives proposed by the Tahoe Tavern and Tavern Shores residents were analyzed but dismissed from further consideration. Those alternatives did not meet the purpose and need for this project or suggested project consideration timelines beyond a reasonably foreseeable timeframe.

**In the confidential letter presented to Forest Service Supervisor Juan Palma it suggests opening minds to the cumulative impact of the Interpretive Center on the lakeside and riverside or considering moving forward with one project or the other (the Interpretive Center or Intermodal Transit Center).**

This comment was suggested during scoping and has been considered as discussed on the top of page 4-2 of the Draft EIR/EIS/EIS. As discussed in that section, the Interpretive Center and its location is the subject of a separate Forest Service EIS where the lakeside location of the Interpretive Center was the preferred alternative. The Intermodal Transit Center EIR/EIS/EIS tiers from the ROD to reflect in Chapter 19, Other Impacts, the cumulative impact of the Intermodal Transit Center with the anticipated Interpretive Center project. This document doesn't reanalyze alternative locations of the Interpretive Center project.



**The fact that the proponents are being taped provides some of the strongest evidence yet that the Interpretive Center should be on the riverside based on the information presented regarding pedestrian crossings.**

Pedestrian crossing issues with respect to the Interpretive Center are discussed in Chapter 19 beginning on the third paragraph from the bottom of page 19-9. In this section it identifies that a permanent striped pedestrian crossing with traffic control officers would be required during the hours of the Interpretive Center operation. This mitigates the impact to a less than significant level. The information presented does not provide any evidence or suggest reconsideration of the Interpretive Center location. The mitigations identified in the Lake of the Sky EIS for the proposed Interpretive Center on the lake side would still be required even if the Intermodal Transit Center were never built or operated.

**This project is not about cutting up pieces of the cake.**

The Proposed Project tiers from the Interpretive Center EIS in that it uses the Record of Decision as the best indication of the cumulative impacts that should be analyzed. The Draft EIR/EIS/EIS identifies a consistent approach based on the previous planning record on the parcel to analyze first the impact of the Intermodal Transit Center project and then the cumulative impacts of this project in conjunction with other past, present and reasonably foreseeable future projects.

**The previous speaker is talking about further delaying the project. The environmental documentation is extensive and has more public participation than any transit project that I know about.**

Comment noted.

**We shouldn't be talking about making deals or pitting one agency against the other with the project.**

Comment noted.

**This document is not about the Interpretive Center and I hope that the TRPA Governing Board will deal with the Intermodal Transit Center.**

The Interpretive Center was analyzed in its own EIS, certified by the TRPA and the Forest Service in 1997 along with an attendant Record of Decision (ROD). The conditions of a settlement letter written by the Forest Service based on an appeal to the ROD have been met but a final resolution to the appeal has not been determined by the Forest Service. The Intermodal Transit Center Draft EIR/EIS/EIS considered the Interpretive Center project in the cumulative impacts. As the comment indicates, the analysis in the document concerns the Intermodal Transit Center. Action taken by the TRPA Governing Board will be to vote on certification of the Final EIR/EIS/EIS for the Intermodal Transit Center, not to reconsider the location of the Interpretive Center.

**We look forward to further participation as necessary in formal administrative proceedings; but as we stated to the Governing Board on 28 June, with greater enthusiasm to working directly with those members and other interest groups in the basin to arrive at a solution that meets the interests of all, including the long time residents of Tavern Shores and Tahoe Tavern.**

**We are trying to find a solution that will work for all, and in particular enable the County (on the assumption that the transit center represents its priority) to use federal funds to get that into operation as soon as practicable. We hope that by working together we can solve the 64-Acre Tract and Y intersection issues in a comprehensive and final way.**

Comment noted.

**The Tahoe Tavern and Tavern Shores Association reached an agreement with Juan Palma, the previous supervisor with the Lake Tahoe Basin Management Unit of the Forest Service, to defer the decision as to the exact location of the LOTS (Interpretive Center) in abeyance until an analysis examining the cumulative effects of the proposed Intermodal Transit Center and the LOTS are considered with both the LOTS alternatives lakeside and riverside. This Draft EIR/EIS/EIS only analyzes the lakeside alternative, however.**

**The Interpretive Center remains an open question and we would like it to remain open.**

A cumulative transportation analysis of the Intermodal Transit Center with the Interpretive Center project on both the river side and the Record of Decision lake side of the parcel was completed pursuant to the settlement letter sent by Juan Palma to Antonio Rossman, attorney for the Tahoe Tavern and Tavern Shores. The analysis has been included in the Final EIR/EIS/EIS as a portion of Appendix A. The decisions to be reached pursuant to the settlement letter concern actions the Forest Supervisor may take to reconsider the location of the Interpretive Center. Based on the cumulative transportation analysis performed, the transportation impacts of either location can be mitigated to less than significant. The final resolution of the settlement letter has not been achieved, however, the Acting Forest Supervisor indicated that the Interpretive Center project would not be pursued at this time.

The Intermodal Transit Center EIR/EIS/EIS doesn't fix the Interpretive Center on the lake side but rather evaluates it in the cumulative impacts as the most reasonably foreseeable location based on the Record of Decision for the Interpretive Center EIS. The Intermodal Transit Center EIR/EIS/EIS is not the process or document that ultimately resolves the settlement letter.

**A transit facility is a good idea but it shouldn't happen now because of the Interpretive Center questions that need to be resolved.**

Development of the Intermodal Transit Center is not causing the Interpretive Center, affecting the location of the Interpretive Center, or assuring the eventual

development of the Interpretive Center. Resolution of the issues regarding the Interpretive Center is open pending Forest Service issuance of a final decision on the appeal of the Interpretive Center ROD. The development of the Intermodal Transit Center proposed leaves sufficient land for the Interpretive Center project; it is not precluded on the riverside portion with the construction of the Intermodal Transit Center.

**TRPA Governing Board is the best hope. We have been talking to the Forest Service for some time and it is not going as we hoped.**

The TRPA Governing Board certified the Interpretive Center EIS in 1997 and is not presented an opportunity to re-open the considerations and findings of that EIS's adequacy at this time. The action the TRPA Governing Board may take is to certify the Intermodal Transit Center Final EIR/EIS/EIS. There will be no reconsideration of the Interpretive Center project by the TRPA Governing Board at this time.

**The Draft EIR/EIS/EIS does not examine putting the Interpretive Center on the same side of 89 as the Intermodal Transit Center. The Forest Service had previously agreed to examine this alternative.**

**The Draft EIR/EIS/EIS fails to include as an alternative the resolution we proposed in 1999 with Forest Supervisor Juan Palma.**

The Forest Service did examine the traffic impacts of the Interpretive Center on the river side and lake side as identified in the settlement letter. The conclusions from that analysis were that neither location would create significant traffic impacts that could not be reduced to less than significant with mitigation measures. As stated with other responses to similar comments, this EIR/EIS/EIS is not reconsidering the location of the Interpretive Center. The alternatives for the Interpretive Center were analyzed in a previous EIS and also in the subsequent cumulative transportation analysis.

**Having an interpretive center and a transit center on 89 is not a good idea. Why do we need interpreters to tell us about Tahoe? For years tourists and visitors have seen Tahoe in all its splendor and let their own eyes create their interpretation without the aid of a bureaucratic commentary. We simply don't need this interpretive center. It's a waste of our valuable tax dollars.**

This EIS is about a proposed Intermodal Transit Center. The Interpretive Center is a different project.

**The League to Save Lake Tahoe has emphatically requested that the EIS include an alternative that considers the integration of the Lake of the Sky Interpretive Center and the Intermodal Transit Center on the west side of Highway 89. This request has been clearly articulated and supported with rational and prudent justification, yet is still not included as an alternative in the Draft EIR/EIS/EIS. We believe our request to study the Intermodal Transit Center with the Interpretive Center on the river side of the parcel has legal standing based on**



**National Environmental Policy Act (NEPA) regulation 40 C.F.R. 1502.14, which clearly defines the expectations for the range of alternatives in environmental documents. Based on NEPA, the League requests that the project proponent disclose why the League's aforementioned request was not considered as an alternative in the Draft EIR/EIS/EIS.**

A NEPA level document was completed that examined the location of the Interpretive Center and a Record of Decision and Final EIS identified the location of the Interpretive Center on the lake side portion of the 64-Acre Tract. The best available information was used in the consideration of cumulative impact for this present project in conjunction with past, present, and reasonably foreseeable future projects. Importantly, the Interpretive Center and the Intermodal Transit Center are two independent projects, not two elements of a single, larger project. Although the two projects complement each other, they are not interdependent. The Intermodal Transit Center, as proposed, can move forward without implementation of the Interpretive Center. Similarly, the Interpretive Center is not a consequence of the Intermodal Transit Center, but is the subject of a separate project decision. Finally, implementation of the Intermodal Transit Center as proposed would not preclude a future decision to proceed with the Interpretive Center on the riverside, subject to any necessary additional environmental review that might be required for such a decision.

**Given all these factors the proposed settlement offer was made that would let this project to go forward in a manner that was acceptable to the property owners that will actually improve the conditions. And it would permit the Interpretive Center project to go forward on the riverside if that is what the Forest Service wanted to do in 5 to 10 years in a manner that will not make things worse.**

The project proponents are aware of the proposed settlement offer. However, it should be clarified that the settlement letter referred to in the comment related to an appeal of the Interpretive Center decision. This EIR/EIS/EIS is about the Intermodal Transit Center. The elements of the proposed settlement offer were considered as alternatives in the Draft EIR/EIS/EIS but eliminated from detailed consideration as they involved project linkages and considerations beyond a reasonably foreseeable timeframe with respect to environmental analysis.

**In this proposal, make a decision to approve the Intermodal Transit Center and Visitor (Interpretive) Center, both on the Riverside subject to providing their ultimate sole access from a realigned Highway 89 west of the 64-Acre Tract. In relation to our proposal on the order of the two projects, after preparation of environmental documentation, Caltrans and California Tahoe Conservancy adopt realignment of Highway 89 westerly of the 64-Acre Tract, and place it in the Transportation Improvement Program for funding. Then upon adoption, the Intermodal Transit Center can be constructed and operated with temporary access on existing Highway 89 alignment. Then upon completion of Highway 89 alignment, the Intermodal Transit Center access is redirected to**

**that alignment and closed from the old highway. Construction begins on the Visitor Center, with access only to the new alignment (This is a summary of the settlement proposal submitted to the Forest Service relative to the settlement proposal from Mr. Rossman)**

The considerations for project development, timing, order, and operation were addressed in the Draft EIR/EIS/EIS for the Intermodal Transit Center in Chapter 4, Alternatives. To summarize, the realignment of 89 is not a reasonably foreseeable project to coincide with the development of the Intermodal Transit Center. Therefore it was dismissed from detailed consideration at this time. In recognition that the SR 89 realignment may one day occur when funds and the necessary planning documents are completed, an analysis of the Intermodal Transit Center was completed such that eventual SR 89 realignment would not be harmed or precluded, nor would the function of the Intermodal Transit Center. The Interpretive Center project as stated previously was the subject of a Record of Decision placing it on the lakeside portion of the 64-Acre Tract. The actions in the subsequent settlement letter by the Forest Service based on the appeals have been followed and completed. The traffic analysis resolving the appeal issue of potential Interpretive Center locations concluded that neither location of the Interpretive Center presented significant traffic impacts once mitigation was applied. While the settlement letter is not resolved in finality with the appellants, the Record of Decision stands. The cumulative analysis presented in the Intermodal Transit Center Draft EIR/EIS/EIS as stated in other responses to similar comments considers the best available information for disclosing the cumulative impacts.

**We should solve the problem instead of going to the court. There is a way for everyone to get what they want but it is not the way that your staff presented.**

The response to this comment presupposes the “problem” is the location of the Interpretive Center. The Intermodal Transit Center project incorporated the Record of Decision for the Interpretive Center. Even as the Interpretive Center project was appealed and the subject of a settlement letter between the Forest Service and the Tavern Shores/Tahoe Tavern, the Record of Decision for the EIS is the most appropriate future condition to address in the cumulative impacts discussed in Chapter 19, Other Impacts. This document does not fix the Interpretive Center on the lake side but rather evaluates that location as the most reasonably foreseeable location. The settlement letter between the Forest Service and the Tavern Shores/Tahoe Tavern has not reached final resolution although the settlement letter actions of the Forest Service have been complied with. The “ways” that have been proposed were incorporated into the alternatives analyzed in Chapter 4 of the Draft EIR/EIS/EIS. The means to “solve the problem” is not one reasonably foreseeable as described in Chapter 4 and was therefore dismissed from further consideration.

**The Intermodal Transit Center may be okay now but the Interpretive Center shouldn't happen until SR 89 is realigned and the access to these facilities be**



**relocated. While we took this position in a letter, I am not so sure now that that should be done. An alternative is needed.**

**In this proposal, make a decision to approve the Intermodal Transit Center and Visitor Center, both on the Riverside subject to providing their ultimate sole access from a realigned Highway 89 west of the 64-Acre Tract.**

**Abandon the Interpretive Center on the lakeside and condition the Interpretive Center on the realignment of SR 89.**

The location of the Interpretive Center is not the subject of this analysis except as addressed in Chapter 19. Whether the Interpretive Center should be developed on the lake side portion of the 64-Acre Tract or not is subject to the resolution of the settlement agreement and the Forest Service. The decision to pursue development of the Interpretive Center has been postponed for the time being according to the Forest Service.

13. Comments: SR 89 realignment

**The 89 realignment will have a huge environmental impact and more moderate solutions like this were proposed first.**

The realignment of SR 89 has not been the subject of an environmental analysis or even design development. The anticipated impacts are expected to be much more extensive in a variety of environmental categories than the Intermodal Transit Center. The Intermodal Transit Center was proposed for implementation prior to the 89 realignment project in the 1992 Regional Transportation Plan. The Intermodal Transit Center is a more immediate priority than the 89 realignment given the resources available for both projects and the complexity involved.

**In relation to our proposal on the order of the two projects, after preparation of environmental documentation, Caltrans and CTC adopt realignment of Highway 89 westerly of the 64-Acre Tract, and place it in the Transportation Improvement Program for funding.**

**Neither of these projects should be started until Caltrans has realigned Highway 89. The realignment of 89 is central to the success of both projects. The traffic pattern is of paramount power to the success or failure of any changes that are made in development of the land.**

**The Draft EIR/EIS/EIS does not contemplate the ramifications of Highway 89 being realigned along the western edge of the 64-Acres. This is germane in that if the highway were realigned or even included in a master plan, the siting of the Intermodal Transit Center and the Interpretive Center would be more appropriately placed toward the riverside of the 64-Acre Tract, and the 1983 plan more closely carried out.**

**The Draft EIR/EIS/EIS does not address the issue of realigning Highway 89. Realignment would eliminate the traffic problems at the Wye.**



The agencies involved in the development of the Interpretive Center and Intermodal Transit Center understand that there may be transportation benefits to realigning SR 89. Nevertheless, this future project would not accomplish the transportation goals that are the purpose of the Intermodal Transit Center. Moreover, the SR 89 realignment project is not reasonably foreseeable within the development schemes of the Intermodal Transit Center. This is explained in Chapter 4 of the Draft EIR/EIS/EIS. The purpose and need for the Intermodal Transit Center is not predicated on the realignment of SR 89, although it would not preclude the very preliminary considerations of the alignment.

**The suggestion to pursue the 89 realignment was dismissed with the concept being referred to as “something in a planning document.” We should work together to get the 89 realignment done.**

**Get together and force Caltrans to realign Highway 89 so that it skirts the western edge of this acreage and establish the Transit on the riverside of the property.**

The realignment of Highway 89 should aid with the traffic flow in the Tahoe City area and along SR 89. The discussion beginning on page 4-3 describes why delay for implementation of the 89 realignment project is not an alternative considered for this analysis. Primarily it is not within the reasonably foreseeable implementation time frame of this project. The planning detail for 89 realignment environmental analysis is insufficient as well making any analysis of this potential action highly speculative. The Intermodal Transit Center is being planned so that it will function with 89 realigned to the west. New service and access roads would be constructed to access the Intermodal Transit Center if that project were built. Eventual Highway 89 realignment will require the cooperative work of many affected entities. The Intermodal Transit Center is being planned on the riverside portion of the parcel and would continue to serve the needs of the community and Region with or without the realignment of SR 89.

**The older documents are being used two ways. In one way they are determinate for the transit center and with the Highway 89 realignment they are speculative.**

The identified uses in planning documents are determinate unless the document is amended, updated or the funding for the use or other challenges prevent the eventual construction and operation of the use. When a project is planned for more detailed environmental analysis such as presented in the Intermodal Transit Center EIR/EIS/EIS the analysis proceeds with disclosure of the impact of the proposed project and all past, present, and probable future projects. The realignment of SR 89 is not a probable future project for purposes of this analysis because planning for it is not yet underway other than as a placeholder project in planning documents, and the funding for this project remains speculative. There is no identified timeframe as of this writing for Caltrans to commence and

complete the necessary environmental documentation that would describe the project.

Implementation order in the previous planning documents was not nor has it ever been prioritized in any planning document previous to the 1992 Regional Transportation Plan (RTP). The Draft EIR/EIS/EIS and the Interpretive Center EIS reflected along with the RTP that the Intermodal Transit Center would be built first and then after a period of several years as funding and the necessary preliminary design work proceeded the SR 89 realignment project would be pursued. The older documents are general documents that are determinate for the scope of uses identified. The Draft EIR/EIS/EIS for the Intermodal Transit Center is much more specific as will be the environmental documentation for the SR 89 realignment when funds for the analysis are available.

14. Comments: General recreation conflicts

**One of my chief concerns is the loss of open, lightly forested land. A huge transit terminal across the road will significantly diminish the effect that open space has, and as it grows more crowded in the area, thanks to such a project, pressure will once again increase to “finish developing” the whole area; that is, to ruin it. The area proposed for the transit terminal is another such open space, with a lovely mixture of trees and meadows. Once paved over, it (and another part of Tahoe) will be lost forever.**

The development of the 64-Acre parcel is consistent with the uses identified on the parcel when it was placed under Forest Service management. The uses existing and planned in the Forest Service documents are consistent with the management plan prescription specific to that parcel.

Dispersed recreation opportunities will continue to be provided on the parcel as that is consistent with the management prescription. The suggestion that the Forest Service will pave the whole area is incorrect. Open space in the location of the Intermodal Transit Center and associated parking will be lost on a permanent basis, however, the remaining portions of the 64-Acre Tract will remain in the state they were restored to today until the other planned developments occur.

The design characteristics of the project will attempt to retain as many trees as possible and include landscaping to maintain as natural a feel as possible. Greater access to the site for recreational purposes will be provided with the project as trails for walking, bicycling, skating, or other recreational activities will be retained and even expanded over time. The Intermodal Transit Center is designed to give the public greater access to those amenities with minimal loss of open space.

Eventually the planned Interpretive Center may be developed and the re-alignment of SR 89 can be envisioned. The loss of open space relative to the Forest Service managed lands in the Tahoe Basin is not significant in that there are numerous acres available and preserved for open space.

**The Forest Service reports and testimony at the public hearing are conflicting with regards to the proposed transit center being included in the recreation uses described in the 1986 Forest Service document. It can't be both ways.**

In the 1983 EIS for the transfer of the parcel to the Forest Service and A Plan for the Sixty-four Acre Tract (November 1986) a transit center was identified in the recreational use scenario selected for future use and management. The Intermodal Transit Center is consistent with the management direction of the Forest Plan. This comment may be in response to confusion generated at the TRPA APC hearing where the impression was that current levels of recreation would be lowered as a result of this project. In summary, this project is not taking recreational land in a manner that was not previously planned for. It is being managed so that potential negative impacts to the Truckee River system from additional recreation users will not occur after mitigation is applied. This mitigation as modified for the Final EIR/EIS/EIS is the parking management program described in Chapters 8, 14, and 16.

**There is an opportunity to recreate in a better way using the Intermodal Transit Center.**

The Intermodal Transit Center will provide an opportunity for more recreationists to access the site and general Tahoe City area. The Forest Service is participating in transportation solutions that will provide greater accessibility to recreation lands within the Tahoe Basin. The Forest Service *Land Management Plan* states that "Transportation system development will endeavor to constrain expansion of automobile oriented travel on National Forest land...public transportation and the use of bicycle or foot travel will be encouraged...recreation facilities will be designed to be served by public transit."

**Has anyone ever considered the fact that the Washoe Indians would perhaps like to see this area preserved as a virgin forest land?**

The Washoe Tribe of California and Nevada is very interested in the 64-Acre Tract, which was traditionally a very important and heavily utilized area for the Tribe. The Tribe is especially interested in protecting cultural resources. Cultural surveys and evaluation of resources are closely coordinated with the Tribe. The 64-Acre Tract is, however, a poor example of virgin forest land and one where the characteristics the Tribe is interested in have long since disappeared with the heavy disturbance during the early 1900s to the present time; recall the historical uses of the site and the more recent development removed by the Forest Service when the parcel was transferred from the Bureau of Reclamation.

**Retain the area as recreational park access.**

The recreational access to the parcel will remain essentially unchanged. The entry from SR 89 will be moved slightly to the north for better traffic ingress/egress. The nature of the parcel will remain as recreational. The Intermodal Transit Center will increase recreational access by adding another



mode by which people can access the parcel. Other Forest Service lands in the Tahoe Basin popular for recreation may be accessed with transit originating from this parcel. This eliminates the need for expanding parking at those sites to accommodate additional vehicles. Open space where the Intermodal Transit Center and parking are to be located will be lost, albeit consistently with the adopted land management plans for the parcel. Other portions of the 64-Acre Tract will retain the recreation characteristics restored to the parcel when the Forest Service assumed management of the parcel in 1984.

**More recreation use should be done at the 64-Acre Tract with areas for kids to play.**

The orientation of recreation on the 64-Acre Tract is for dispersed recreation, e.g., trails, river access. Locations within the Tahoe City area include provisions for children to recreate. The Forest Service management objectives do not identify the parcel for recreational development that might include playground equipment, swings, or similar play equipment.

**All homeowners and visitors will suffer because of this project mainly because of the loss of recreation area.**

All categories of visitors, residents, and even homeowners, should they choose to utilize the Intermodal Transit Center, will have greater access to recreation within the Tahoe Basin as a result of Intermodal Transit Center implementation. Within the Tahoe Region, the loss of recreation land or open space at this specific site is not significant with respect to the acreage of National Forest, California State Park, and Nevada State Park land. The loss of open space in the area of the Intermodal Transit Center, is an acknowledged decision of the Forest Service. However, even with the development and operation of the Intermodal Transit Center the recreational trails on site will be maintained, the open space in other portions will be maintained, and recreation access improved to the site and to other National Forest lands.

**We emphasize that the loss of recreational land is both direct and indirect: direct by taking so much of the acreage for this facility and the parking that is planned as part of it; and indirect by restricting the flexibility of the Forest Service to place the Interpretive Center on the river side of the parcel.**

The Intermodal Transit Center and the parking supporting it are consistent with the planned recreational uses the Forest Service envisioned. The 1974 map for the 64-Acre Tract included in the 1986 document entitled *Plan for the Sixty-four Acre Tract, Tahoe City, California* includes a map where a parking area much the size as the one identified is located. Even at that time, the plan was speculative and not specific. This project is sized consistently with that document and with the uses envisioned for this parcel. Recreational uses were planned to co-exist with the transit center use and will be maintained consistent with the management direction for this parcel. There will be a direct loss of open space at the site as stated in the comment. The recreation characteristics of the

parcel will be enhanced by providing more accessibility to the parcel. The bicycle trails planned and existing on the site will continue to function. The most direct recreation impact is the loss of the open space where the Intermodal Transit Center is planned. There are also other places planned on the parcel where open space will be taken away, consistent with the adopted plans for the parcel. These include the Interpretive Center and the realignment of SR 89. The construction of the Intermodal Transit Center and these other projects will preserve some open space on the 64-Acre Tract. Considering National Forest land in the Tahoe Basin the loss of the open space is not significant. As stated elsewhere in the responses, the Intermodal Transit Center does not preclude placing of the Interpretive Center on the river side of the parcel.

**This area is like green-space and developing this would take that away.**

When the Forest Service acquired the parcel, specific uses were envisioned for the parcel that included many of the recreation uses present there today. However, in that plan the Forest Service recognized that a transit center as well as realignment of SR 89 would be potential future uses compatible with the recreational uses on the site. The intended nature of the parcel is being maintained according to the management direction of the Forest Service. Open space will be lost by the construction of the Intermodal Transit Center, however, there will be portions of the 64-Acre Tract that will retain open space characteristics.

**The sixty-four acres as it stands is an ecological treasure. The opportunities that it currently offers for recreational use are unique to the North Tahoe Basin, and it is well used without being over used.**

The ecological characteristics of the parcel are no more significant than other lands in the Tahoe Region. The recreational uses so close to the urban area of Tahoe City are unique as compared to many other forest lands. However, the management direction of the Forest Service reflects that urban interface in the fact that a transit center project and parking has been planned for the parcel in association with the recreational uses since the Forest Service acquired the parcel. The recreational uses on the site will be enhanced with respect to providing greater public access. Providing greater recreation access is a TRPA recreation threshold. This reduction in open space is not substantial or significant with respect to the National Forest land in the Tahoe Basin.

15. Comments: The 4(f) findings

**We have consistently challenged the draft's assumption that section 4(f) of the Department of Transportation Act does not apply to this project. This flaw is so fundamental to the alternatives and assessment analysis as to demand preparation of a revised draft EIS that examines the following alternatives and does so with the scrutiny and according to the legal criteria demanded by section 4(f).**

- **The alternative of accepting the settlement proposal made by the property owners, recognizing that the Forest Service decision on the Forest Service facility is not final.**
- **The alternative of locating the transit facility as anticipated in the 1984 Forest Service plan when it acquired the 64-Acre Tract.**
- **The alternative of separating parking for Tahoe City merchants and visitors from parking for the express purpose of building the transit facility.**

**We believe that all of these alternatives must be examined if the mandate of section 4(f) is to be fulfilled. That mandate is not only to examine all engineering-feasible alternatives, but also to perform all possible planning to avoid the loss of recreational land on the 64-Acre Tract.**

The Federal Transit Administration has concurred with the discussion beginning on page 5-4 of the Draft EIR/EIS/EIS that 4(f) does not apply to this project. Their response letter regarding this matter is found in Appendix B of the Final EIR/EIS/EIS. The alternatives suggested have been considered in the NEPA process, but were eliminated from further consideration as described in Chapter 4 and elsewhere in similar responses to comments suggesting relocation of the Interpretive Center, and postponing the Intermodal Transit Center until the realignment of 89. The Intermodal Transit Center use is a planned use consistent with the recreational uses also identified for this parcel by the Forest Service.

Recall that the previous uses of this parcel while managed by the Bureau of Reclamation included a trailer park and several commercial businesses. The recreation uses made possible by the restoration of the parcel were planned along with a transit center, parking, a realignment of SR 89, and other uses. The transit center use is identified throughout the Forest Service planning documents as one that is planned alongside the recreational uses.

**After following the proposal we made, the program and process would represent the least and most beneficial use of recreational land for the Intermodal Transit Center, and thus pass muster under Section 4(f) for federal funding of that facility.**

**The Draft EIR/EIS/EIS does not document that the Intermodal Transit Center would be in compliance with Section 4(f) of the Department of Transportation Act.**

**On a legal point, what are the prerogatives to use federal transportation funds to take away a recreational resource (as described in the 4(f) regulations)?**

The Federal Transit Administration has determined that 4(f) does not apply to this project as the use of a transit center has been planned consistently along with the other recreational uses on the site. In size, scope, and planning history, the Intermodal Transit Center was found to be exempt from the 4(f) findings.



**For a point of clarification for the TRPA Board, the 4(f) finding is not a TRPA finding. It is a Forest Service finding.**

The 4(f) finding relates to the Forest Service but is a FTA finding in this case. The clarification provided to the TRPA Board with this comment is correct that TRPA has no jurisdiction regarding the 4(f) finding.

**To FTA administrators, we concur in (1) your application of the “section 4(f) policy paper” prepared by the Federal Highway Administration and (2) determination that the U.S. Forest Service to earn a section 4(f) exemption must show that official Forest Service adopted plans from the 1980s had reserved a transit facility of the scope and location now proposed.**

**I don’t see how any FTA administrator can find that this project is exempt with the map.**

**To FTA, we trust that you and your staff can readily discern that the “transit facility” anticipated by the Forest Service in 1983 and 1984, and “reserved” if at all at that time consisted of a small shelter on the north side of the Truckee River. In contrast, an immensely larger facility in terms of size, located along Highway 89 south of the Truckee River, is now proposed.**

The FTA has determined that the Intermodal Transit Center is exempt from 4(f) consistent with the planning documents preceding and consistent with the Forest Plan. The scope and location from the earlier maps are not binding as they are general long range planning documents and not meant to be specific in the terms the commenter describes.

**Under the guidance of the section 4(f) policy paper, reinforced by 23 C.F.R. 771.135, the presently proposed project cannot claim a section 4(f) exemption on the 64-Acre Tract that is unambiguously dedicated to recreational use.**

The FTA, which makes the 4(f) finding, does not concur with this comment.

**To the FTA administrator, should the Forest Service, TRPA, or Placer County seek a section 4(f) exemption from your office, deny that request and instead determine that 4(f) does apply.**

**Prior to the close of the comment period on the presently-circulating draft EIS, issue a formal comment to the lead agencies correcting the analysis at pages 5-4 and 5-5 of the EIS, which suggests that the Forest Service has made our the claim of section 4(f) exemption.**

The FTA determined that 4(f) does not apply in this case. This decision was made based on the rationale contained on page 5-4 of the Draft EIS/EIS/EIS and on correspondence received from FTA, which is included in Appendix B.

**There are arguments that buttress the 4(f) findings that are presented in a handout presented (legal brief questions). The area for the Intermodal Transit Center now was not reserved in 1983. The EIS is not adequate because it puts under the rug the issue. It will force all possible planning to avoid harm to the**

**recreational land that will occur with the Intermodal Transit Center development.**

**May we also point out (to the FTA administrator) that we do not believe that a properly planned, conditioned, and mitigated transit facility on the 64-Acre Tract will necessarily violate section 4(f). To the contrary, the examination of alternatives, and performance of all possible planning to minimize harm to the recreational resource, as section 4(f) requires, should lead to a project acceptable to all.**

FTA determined that 4(f) does not apply in this case. Nevertheless, the alternatives described in the Draft EIR/EIS/EIS do examine impacts to recreation and ways to mitigate those impacts.

**You are getting bad advice to proceed with this project. The written record for the Federal Transit Administration 4(f) finding is not in the document and it should be if it is available. (asked for a copy of Federal Transit Administration correspondence with the findings).**

The Federal Transit Administration provided the Forest Service information utilized in the development of the 4(f) discussion found on page 5-4. The letter information explained the rationale for the finding that 4(f) was exempt provided that the supporting material for the exemption from 4(f) was provided to FTA. The Forest Service provided such documentation and the FTA sent a letter indicating that based on the record submitted the 4(f) finding does not apply to this project. This letter is included in Appendix B of the Final EIR/EIS/EIS.

**In the confidential letter to the Forest Service it says 89 realignment is okay with the Tahoe Tavern and Tavern Shores but the Intermodal Transit Center is not okay. 4(f) is being used both ways. The FTA will say that 4(f) doesn't apply.**

The FTA has considered the 4(f) status of the Intermodal Transit Center and similar action would be required from the Federal Highway Administration for the realignment of SR 89. Like the Intermodal Transit Center, the realignment of 89 was planned and identified when the Forest Service assumed management of the parcel. While the 4(f) status of the 89 realignment is speculative at this time, it is likely that it will follow the same logic that indicated that the 4(f) requirements did not apply to the Intermodal Transit Center project.

**Non-recreational uses proposed after the 1983 Final EIS invites appeals and the probable refusal of the Department of Transportation to issue a favorable U.S. DOT "section" 4(f) ruling for the transit segment.**

The FTA determined that 4(f) does not apply in this case. A transit center has been planned on the parcel since 1974, shown and listed as a use in the 1983 EIS for the transfer of the parcel to the Forest Service. The Intermodal Transit Center is consistent with those documents as found by the FTA and presented in the Draft EIR/EIS/EIS.

**Congress sets up the situations where 4(f) should apply and where the exceptions can be. Exceptions have not been set up for this instance.**

Administration of the 4(f) policy by the Federal Transit Administration, borrowed from the Federal Highway Administration, was developed by the Congress. Application of the policy has been followed correctly and according to the administrative requirements. FTA determined that 4(f) does not apply to this project.

**The other issue is that there is a legal concern with the 4(f) findings related to use of recreational land with all possible planning to mitigate the harm.**

The FTA has determined that the Intermodal Transit Center is exempt from the 4(f) findings. The Intermodal Transit Center has been planned consistently with the recreational uses planned for this parcel.

**At the TRPA Advisory Planning Commission, staff indicated that this law did not apply. The FTA letter says here's what you need to show us to determine if it is exempt for 4(f) and that there was no change in the official plan for the transit center use. That is why the 1983 plan is important with the bus stop.**

There has been no change from the official plan for the 64-Acre Tract and the uses identified for the parcel. As the conceptual use plan for the parcel advanced over time, the planning for the projects has become more specific but it is still consistent with the official plan and uses for the parcel since the Bureau of Reclamation transferred the parcel to the Forest Service. The comment presented at APC was consistent with the language in the Draft EIR/EIS/EIS that was developed in coordination with FTA. As requested in the letter from FTA, the Forest Service provided all copies of prior documents containing a transit center project that were the basis for the determination made in the Draft.

Subsequently, upon reviewing the official record pertaining to a transit center and associated parking, the FTA ruled consistently with their previous direction that 4(f) did not apply.

**I have concern about the 4(f) boundary. If the transit center isn't there where the 4(f) statement requires it, it could be a serious issue.**

FTA has provided a letter indicating that the 4(f) requirements do not apply to the Intermodal Transit Center project. In essence, the fact that the use was identified upon transfer to the Forest Service, in a plan for the 64-Acre Tract, and in the Forest Plan, the final boundary of the direct project construction and operation are not an issue as the project is exempt from 4(f) as determined by the federal agency having jurisdiction over that decision.

16. **Comments: Traffic, congestion, and general air quality impacts  
No final construction, much less the spending of citizens money, or commitment to the proposed location should be allowed until the reduction of auto traffic plan, including the separation of auto and pedestrian traffic and the 89 realignment, is achieved. Think of the whole problem.**



**Can't this project make the traffic situation better? It should and it should be planned that way.**

**This project is so important to the future of West Shore and North Shore. The gridlock we all live with on Highway 89 in and out of Tahoe City will only worsen as the years go by.**

**From our side, I trust you appreciate our desire to minimize impacts along existing Highway 89, at the Y intersections, and to the existing ambience of the 64-Acre Tract itself and the Tavern Shores and Tahoe Tavern communities.**

As disclosed in Chapter 6, the traffic situation once mitigations are applied improves the traffic situation more than the baseline condition. The mitigation of providing a two-way left turn lane mitigates the significant left turn movements from a level of service "F" at baseline conditions to "C" with the mitigation. In addition, the delay of traffic in the queue on SR 89 from baseline is improved with the mitigation of the Fanny Bridge widening. The project level impacts increasing delay by 2.4% are more than offset by the 20% increase in traffic flow. Background traffic growth from 2000 to 2001 accounts for an increase of 15 vehicles in the northbound direction on SR 89. The project increase of an additional 16 vehicles during the peak hour is mitigated and the Project further mitigates the background traffic growth.

**Construction of a convenient transfer point may unexpectedly fuel an increased influx of tourists (and their automobiles) to the Lake Tahoe area. An unexpected increased influx of automobiles could negate the positive benefits expected from the construction of the transfer point. This is especially problematic because automobiles have been identified by some as primary nutrient sources to Lake Tahoe. Because Lake Tahoe is an ultra-oligotrophic lake, it is extremely sensitive to nutrient inputs from all sources.**

The Intermodal Transit Center has been planned in a large part to reduce Vehicle Miles Traveled (VMT), which is a TRPA threshold focusing on the nitrogenous nutrients vehicles contribute toward degrading Lake Tahoe's famed water clarity. Recently, Lake Tahoe has shifted towards phosphorous as a limiting nutrient. Nitrogenous emission were the problem when the VMT threshold was established. Although unknown and being studied at this time, phosphorous is not a pollutant that increases with increases in vehicle activity. While this is studied, the policy to reduce VMT is still in place. Projects, such as the Intermodal Transit Center are included in the 1992 *Regional Transportation Plan* to accomplish a portion of the VMT reduction.

The Intermodal Transit Center provides part of the transportation infrastructure in the Tahoe City area to begin shifting the type of vacationer that may choose to come to the North Shore area. The direction the North Lake Tahoe Resort Area is going is towards the destination visitor who can arrive at Tahoe and recreate at Tahoe without a rental car. The Intermodal Transit Center, as shown in the transportation chapters of the document (Chapters 6-9), is not identified as a

facility that will generate much new traffic, i.e., those driving and planning a trip to Lake Tahoe are not doing so because an Intermodal Transit Center is built. The increased levels of congestion demonstrated in the peak hour are from existing transportation already utilizing the general Tahoe City area for travel, accounting for all peak, worst case, conditions. To the extent that the Intermodal Transit Center serves modes of travel without utilizing the automobile, air pollution is reduced basin-wide nitrate emissions are reduced, and congestion is relieved, albeit to a minor degree compared to the tremendous background traffic that will continue to exist and even grow.

**This will have more cars, more buses, more congestion, and have an adverse effect on the quality of air in the basin.**

**We all support transit centers but we are anti-traffic-congestion.**

**It won't reduce congestion or pollution. It will be the opposite.**

**The Intermodal Transit Center isn't going to stop congestion.**

**One of my chief concerns is a certain and highly undesirable increase in traffic congestion in Tahoe City and along Highway 89. To add to this congestion, which is caused by a huge seasonal influx of visitors, is only to increase the problem.**

**I am concerned about traffic congestion.**

**It is hard to believe that 130 spaces will provide relief of traffic congestion.**

**This project is bad for traffic and delays and how can that be good for air quality goals?**

**The parking lot and Intermodal Transit Center will add to the traffic congestion.**

**The problem is traffic in general with too many people and this will not be solved by the Intermodal Transit Center.**

**This entire 3 pound report just adds to the congestion. A 60 or 130 car parking lot will not make any improvement.**

**Another flow of traffic going across 89 will mess up that flow even more. It doesn't square up with my experience.**

**I think the air quality pollution increases may be significant.**

**I am all for reducing air pollution and congestion but not for a project that won't do it and will use taxpayer money. It would be worse to do this project.**

Many of the comments include conclusionary statements that the project will not reduce air pollution and congestion. There is no evidence presented in these letters that the analysis of air pollution effects or traffic congestion is incorrect in the Draft EIR/EIS/EIS. As demonstrated in Chapter 6, which includes the analysis of the operations of the Intermodal Transit Center and the associated 130 space

parking area and the mitigation of the traffic management program (crossing guards at Fanny Bridge), when mitigations are applied the level of service, a common measure of congestion, is improved from a baseline level of "F" to "C". The delay experienced is improved by a net 17.6% with the mitigation to widen Fanny Bridge. Traditional analytical techniques in the field of transportation engineering were applied to the traffic analysis of the Intermodal Transit Center. The analysis demonstrates that the traffic flow with both project alternatives is improved over the "No Action" alternative. The experience of traffic congestion, however, will continue for all alternatives. There is likely to be little perceptible difference to an individual in the traffic stream or observing traffic along the roadside between the alternatives. Traffic congestion in the area will continue to be the norm.

The Proposed Project is beneficial to numerous TRPA air quality thresholds and is listed in the 1992 *Regional Transportation Plan*, a planning document that identifies the projects and policies designed to lead towards attainment of the TRPA air quality thresholds. No air quality standards are violated with the project and no mitigation is required to offset project impacts. The largest gains in air quality have been and are expected to continue to be the gradual retirement of older more polluting vehicles. The air quality benefits of the Intermodal Transit Center operation relative to the change in the vehicle fleet to cleaner burning vehicles would be very difficult to discern.

Tax payer dollars are provided through the federal government, and other means, for projects such as transit centers. The Federal Transit Administration administers much of the federal dollars available for facilities such as the Intermodal Transit Center. The tax dollars are allocated according to guidelines and regulations regarding their disbursement. The development of the Intermodal Transit Center is following such regulations as the bulk of the construction will be funded with allocations of money administered by the Federal Transit Administration.

**Enough traffic is enough. Anything more is contemptuous of your (the agencies involved) true responsibilities to the people of California and Nevada.**

Comment noted.

**People are driving around looking for parking and are part of the congestion on 89.**

People driving in the vicinity looking for parking are one of the contributors of the congestion in the Tahoe City area. To the extent that this facility is used in its intended manner, the Proposed Project will result in a slight decrease in congestion. The quantitative value of this decrease has not been calculated.

**The cumulative impacts are immense: traffic, parking, and the big contributor to crossing the highway, pedestrians. If the transit facility is placed there and the Interpretive Center is on the lakeside that will undoubtedly make the situation worse. It defies common sense.**



The comment arrives at a conclusion without indicating what elements of the traffic and circulation analysis are incorrect. The analyses presented in the Draft EIR/EIS/EIS utilize accepted transportation engineering practices to disclose the cumulative impacts of the Intermodal Transit Center and Interpretive Center as presented in Chapter 19, Other Impacts. The cumulative impacts are mitigated to less than significant when the Intermodal Transit Center and the lakeside Interpretive Center are developed based on mitigations described in this document and the Final EIS for the Interpretive Center. The mitigations for crossing SR 89 are to provide traffic control officers during the hours of the Interpretive Center operation.

These same impacts and mitigations were the subject of a traffic analysis completed pursuant to the settlement agreement when the Interpretive Center EIS Record of Decision was appealed. The analysis evaluated the location of the Interpretive Center on either side of SR 89 with the addition of the Intermodal Transit Center project. While the location of the Interpretive Center is not considered in this Draft EIR/EIS/EIS, the report prepared pursuant to the Forest Service settlement letter concluded that traffic impacts with either Interpretive Center location could be mitigated to a less than significant level. The consistent disclosure of the impacts using accepted transportation engineering analysis methods has followed all traffic analyses performed examining these two projects. This same level of professional analysis was applied to how the traffic impacts of the two projects may be mitigated to result in a net improvement of the congestion, albeit an improvement that will more than likely not be perceptible to the observer.

**The noise, the lighting, and the increased congestion in this area will destroy this location for so many families who bring a great deal of business to this local economy.**

The Intermodal Transit Center project with the identified mitigations improves the level of service for left turn movements and improves the traffic flow on SR 89. This is demonstrated by the analysis that was conducted according to the standards of two professional transportation engineering firms. The peak hour increase of 16 additional northbound vehicles associated with the project is nearly matched by the background increase in traffic (15 additional vehicles) in that direction from the year 2000 to 2001. Background growth in traffic during the peak hour for the years beyond follows similar increases. The mitigations applied and analyzed not only address the impacts identified by the operation of the Intermodal Transit Center but also offset the background traffic growth impacts to some extent. While the benefits of reduced congestion over the span of a day or during peak hours are anticipated from the operation of the Intermodal Transit Center, persons at locations along SR 89 are not expected to perceive a noticeable difference in the congestion regardless of what alternative, including the "No Action" alternative is developed.

The operation of the Intermodal Transit Center as demonstrated in Chapter 13 causes no significant noise impacts once mitigation is applied. The predominant traffic along SR 89 causes and will continue to cause the bulk of the noise as perceptible from the Tavern Shores and Tahoe Tavern.

Mitigation 15-3 addresses requirements for a lighting plan before final project design is approved by the TRPA. The lighting plan requirements will direct the lighting downward and protect against potential impacts of light and glare.

**The Intrawest Squaw Valley project will bring 40 cars through this area as opposed to 16 for this project and where was the opposition then?**

Comment noted.

**The people who are going to get hurt are all the homeowners who live North of Emerald Bay and need to travel north on SR 89. They should all be specifically poled in regards to traffic flow on SR 89.**

The public participation process provided an opportunity for all interested and potentially affect individuals to express their views. This is true for this project and the various Transportation Plans and Community Development plans that directed the planning for this facility. Poling all the homeowners as suggested by the comment is not practical or a requirement for the disclosure of the traffic impacts pursuant to the regulations of the California Environmental Quality Act, the National Environmental Protection Act, and the requirements of the Tahoe Regional Planning Agency.

**If a guarded crossing is established, that is one more delay of traffic. In addition you proposed a crossroad with cars going both north and south from the lakeside and transit side. It's going to be a mess.**

The traffic management program allows pedestrians to cross en mass so that within reason, if 10 people or 20 people cross, there will be no additional delay. In other words, this crossing guard program will allow an increase in the number of people crossing the highway without negatively affecting traffic flow more than the existing conditions, which are not ideal.

17. Comments: Cumulative impacts

**The Draft EIR/EIS/EIS is inadequate because it does not consider the cumulative traffic impact of both the proposed Intermodal Transit Center and the Forest Service Interpretive Center Facility. These projects must be considered together.**

**The letter from Juan Palma defers the implementation of the Interpretive Center until the a cumulative traffic analysis for the Interpretive Center on both sides is completed. And now that is not captured in this analysis. These projects have to be cumulatively analyzed. We have proposed a decision that decides both the Interpretive Center and Intermodal Transit Center together. I think we need a comprehensive plan that addresses both these projects.**

The cumulative traffic analysis has been completed that considers the implementation of the Interpretive Center on either side of SR 89 along with the Intermodal Transit Center proposed in this document. The reason why it has not been captured in this analysis is discussed in numerous responses throughout the final document. The EIR/EIS/EIS tiers from the best information available for the cumulative analysis and follows the Record of Decision to place the Interpretive Center on the lake side of the 64-Acre Tract Parcel. A cumulative analysis of the Intermodal Transit Center with the lake side location of the Interpretive Center is included in Chapter 19 of the document. This comprehensive consideration of the impacts of both projects is included in the EIR/EIS/EIS.

**Regarding cumulative impacts, the document doesn't address the cumulative crossing impact of the Intermodal Transit Center and the Interpretive Center together. It is inadequate.**

The comment is not correct. Cumulative impacts, including cumulative circulation impacts are addressed on page 19-4. The analysis of the cumulative impacts is according to the reasonably foreseeable projects and information presented and in existence prior to and after the scoping process.

**The cumulative impact of the Interpretive Center and the Intermodal Transit Center are unacceptable to the property owners.**

Comment noted.

**We are concerned that the Draft EIR/EIS/EIS did not analyze the project's cumulative impacts within the framework of the Council on Environmental Quality's guidance to Federal agencies, "Considering Cumulative Effects Under the National Environmental Policy Act," issued in 1997. We strongly recommend that, for each impact area analyzed in the Draft EIR/EIS/EIS, the Forest Service re-examine the project's cumulative aspects in light of CEQ's guidance to Federal agencies.**

The handbook is an excellent reference. The cumulative impacts of the Intermodal Transit Center and connected and reasonably foreseeable actions have been analyzed for each impact area and the results documented as required by law and consistent with the recommendations in the handbook.

**Consider not only the Intermodal Transit Center but also factor in the land that will be needed for the Interpretive Center.**

The cumulative analysis follows the separate locations on the parcel for the Intermodal Transit Center as proposed and Interpretive Center as determined by the Forest Service Record of Decision. See responses for possible siting for both facilities if the Forest Service would decide in the future to locate the Interpretive Center on the riverside.

**The cumulative impacts are immense. Traffic, parking, and the big contributor to crossing the highway, pedestrians are of concern. If the transit facility is**



**placed on the riverside and the Interpretive Center is on the lakeside that will undoubtedly make the situation worse. It defies common sense.**

The cumulative impacts as identified in Chapter 19, Other Impacts, can be mitigated to less than significant when the Intermodal Transit Center and the Interpretive Center are developed. The mitigations for crossing SR 89 are to provide traffic control officers during the hours of the Interpretive Center operation. These same impacts and mitigations were the subject of a traffic analysis completed pursuant to the settlement agreement when the Interpretive Center EIS Record of Decision was appealed. The analysis considered the location of the Interpretive Center on both sides of SR 89 with the addition of a transit center project. This EIR/EIS/EIS considers the cumulative impacts of the Intermodal Transit Center and the Interpretive Center only on the lake side. The impacts to the traffic flow on SR 89 were less when the Interpretive Center was placed on the river side however both locations were able to be mitigated to a less than significant level.

**A serious, and possible legal problem is the failure of the preparers of the EIR to consider the obviously related impact of the Interpretive Center as part of this EIR. In our city and county, we would not even consider dismissing the environmental impact of a related and proximate development by the same applicant. Mr. Juan Palma, in a telephone call last year, assured me the impact of the Interpretive Center would be considered in the final draft EIR. Where is it?**

**Contrary to his (Forest Supervisor Juan Palma) promise, the Draft EA and Draft EIR/EIS/EIS for the transit center failed to consider the cumulative traffic impact of the two facilities. Acceptance of the Draft EIR would breach our agreement with the Forest Service acknowledged by Mr. Palma in his letter of October 6, 1997.**

The cumulative effect of both the Intermodal Transit Center and Interpretive Center are addressed in Chapter 19, Other Impacts. The provisions of Forest Supervisor Palma's settlement agreement have been honored as documented in *64-Acre Tract Intermodal Transit Center Traffic, Transit, Parking, and Circulation Analysis*, a separate report. The transportation analysis of either the river side or lake side Interpretive Center with the river side Intermodal Transit Center concluded that the impacts to either location could be mitigated to less than significant. The cumulative analysis in Chapter 19 of the Draft Intermodal Transit Center EIR/EIS/EIS provides similar disclosure of the impacts and the mitigations to reduce impacts to less than significant with just the riverside Intermodal Center and lake side Interpretive Center, reflective of the Record of Decision by the Forest Service.

**Cumulative impacts in traffic congestion, air quality, storm-runoff, and noise pollution and failure to mitigate them are the biggest problem.**

The cumulative impacts and mitigations are identified in Chapter 19, Other Impacts. Analysis for the 2006 future year was conducted to assess the potential cumulative traffic impacts. There are cumulative impacts that result from operation of both the Intermodal Transit Center and the Interpretive Center. However, the chapter discusses the mitigations necessary to address those impacts. The mitigations are consistent with the Intermodal Transit Center project and the traffic analysis conducted pursuant to the settlement letter from the Forest Service on the Interpretive Center EIS appeal.

18. Comments: General land use conflicts

**The land use conflicts simply have not been addressed in the document with respect to the conflicts with the residences of Tavern Shores and Tahoe Tavern. The planning documents are not sufficient to rely upon for addressing this very real conflict.**

The land use conflicts were discussed in Chapter 5. All the land use analysis has proceeded according to the extensive volume of previous environmental documentation in the Tahoe Region whereupon consistency with the TRPA, local jurisdiction and if applicable, federal government regulations is the standard. This level of analysis was followed. The Intermodal Transit Center use is consistent with those planning documents applicable to the property. In the case of this project the guiding land use principles are those established in the Forest Service Basin Management Plan and the TRPA Plan Area Statements. The impacts discussed in the comment are addressed in the Draft and Final EIR/EIS/EIS.

19. Comments: Inclusion of a transit center on prior planning documents  
**No documents fix the Intermodal Transit Center on the 64-Acre Tract.**

The 1983 EIS for the transfer of the parcel to the Forest Service identifies a transit center on the 64-Acre Tract. The *Plan for the Sixty-four Acres Tract, Tahoe City, California*, by the Forest Service in 1986 utilizes a 1974 map where a transit center and parking is provided. The *Tahoe City Community Plan* identifies the Intermodal Transit Center and a community parking area. The 1992 *Regional Transportation Plan* identifies the Intermodal Transit Center on the 64-Acre Tract. The *United States Forest Service Tahoe Basin Transit Plan* identifies the Intermodal Transit Center on the 64-Acre Tract. The *Sixty-Four Acres Multimodal Transportation Center Study* also identifies the parcel as the location of the Intermodal Transit Center.

**I do support the Interpretive Center west of Highway 89 as per the 1983 EIS. I do support an Intermodal Transit Center on Highway 89 located where shown on the site map in the 1983 EIS (or in the city core within walking distance of businesses). I do support realignment of Highway 89 to the southeast per the 1983 EIS in order to take traffic pressure off of the Fanny Bridge narrows.**

Comment noted.

**The 1983 map in the EIS shows a transit facility as a bus stop on 89 across the river. Another feature is the 89 alignment and the Interpretive Center on the map. There has been a dramatic change in the way the Forest Service presented it then to what they are planning to do now.**

**We especially desire examination now of developing the tract, including the transit facility, as envisioned in the 1983 Bureau of Reclamation/Forest Service EIS on which the Forest Service acquisition of the parcel was premised. It is heartening to learn that the settlement proposal we put forth last year, including a phasing that anticipates and requires a highway 89 realignment, so closely resembles what was promised to the public in 1983 and 1984. There must be an examination of this attractive alternative.**

Alternatives addressing alternative locations of the transit center on the site and at other locations in and outside the vicinity of the 64-Acre Tract were considered but eliminated from a more detailed analysis because they did not meet the purpose and need or were infeasible as expressed in Chapters 2 and 4 of the Draft EIR/EIS/EIS.

The map referred to in the comments is a conceptual plan given the understanding of the transit situation in 1983. The plan identified was without question a long-range plan for future uses on the site. Over time, plans have evolved from general and long-range to site specific short range. Transit needs have evolved since the development of the 1983 EIS for the transfer of the project to the Forest Service. The changes in transit need are reflected the location, the purpose and need, and the site-specific plan for the project presented in the Draft EIR/EIS/EIS. The adjustments from the map do not represent changes in the official plan administered by the Forest Service.

#### **Why not a smaller transit center with access from the Truckee Road?**

Alternative access from SR 89 across the Truckee River was considered but dismissed from further analysis in the Draft EIR/EIS/EIS as the alternative would have greater impacts to riparian habitat than the Proposed Project. The rationale for a smaller transit center has been discussed in previous comments. Essentially, the needs for transit operations and parking for transit patrons and the community require a facility sized to the level analyzed in the Draft EIR/EIS/EIS. The size analyzed meets the purpose and need as identified in the *Tahoe City Community Plan*.

**The 1983 map shows that the area of the Intermodal Transit Center is left for day use, for on foot use, out of cars, to enjoy the lake. Public values will be lost because the Intermodal Transit Center.**

The management of the 64-Acre Tract follows consistently with the Forest Plan. Page 5-2 of the Draft EIR/EIS/EIS identifies that management of the parcel follows Prescription 1, or the Developed Recreation management prescription. This prescription sets forth the public values sought for areas managed according to this prescription. The specific management direction for the Lower Truckee River



Management Area describes the transit terminal as a potential use on the 64-Acre Tract. The guidance of these management directions maintains or enhances public values. The Interpretive Center EIS also identified the interpretive center as a feature that will enhance the recreation benefits to the site and Lake Tahoe in general.

There will be a loss in the open space created as a result of the Forest Service's restoration of the parcel. This is acknowledged but also an understood choice regarding the management of the parcel for the intended public use.

20. Comment: The intermodal nature of the Proposed Project  
**Why is it called intermodal? It doesn't have all the modes represented. It is just a bus stop.**

The Intermodal Transit Center project supports the modes of transit, bicycling, and walking. In addition, it will be consistent with and compliment modes of travel requiring movement between waterborne transit and other modes that may be developed. Further, it may serve as a hub of connections from ground transportation that serves the Reno/Tahoe International Airport.

21. Comments: Employee parking use issues  
**Who will use it? Employees just go to work early and park in Tahoe City.**

Employees, destination visitors, day-use visitors, and residents are all expected to utilize the Intermodal Transit Center. The analysis in Chapter 8, Parking, demonstrates what use levels may be anticipated from the various user groups. As indicated on Table 8-1, employee parking is envisioned. As indicated by the comment, many Tahoe City-bound employees may choose to pass on utilizing the Intermodal Transit Center and utilize their own vehicles, parking where they may. However, Tahoe City-bound employees and employees of other locales are also anticipated to utilize the Intermodal Transit Center for either walking to or taking transit to their place of employment. The Intermodal Transit Center is sized to accommodate a modest number of Tahoe City employees in addition to the other user groups targeted.

**The transit center will serve the employees very nicely, as they are the only ones who will be compelled to park away from the businesses.**

The project is intended to serve employees who choose alternatives to the personal automobile. Those who park there and walk or ride to employment are identified in the document as a component of the parking demand in Table 8-1.

22. Comments: General parking comments  
**The number of parking spaces designated for the two Centers cannot be justified by need or any reason. Do not "Pave Over Paradise and Put Up a Parking Lot".**

The scale of the parking area is designed to accommodate the various anticipated modes of use for the facility. The *Tahoe City Community Plan* identified that "there should be approximately 100 spaces provided along with

the transit center” for the purposes of the community parking lots, served by shuttles. This is identified on page 8-2 of the Draft EIR/EIS/EIS. Not complying with the Community Plan requirement with respect to parking was identified as significant in the Draft EIR/EIS/EIS. A complete analysis of community parking needs was provided in Chapter 8 with the figures 45 spaces identified in support of transit use as shown on Table 8-1 and 85 spaces to meet community needs. The 130 spaces in total satisfy the *Tahoe City Community Plan* goals of 100 spaces while providing the “remaining” spaces for trail and park and ride use. In day to day practice the 130 spaces will be utilized by various categories of parking users throughout the day.

Previous documentation has identified 136 spaces for park and ride use alone, as set forth in the *Sixty-Four Acres Multimodal Transportation Center Study Final Report (1994)* without accounting for trail system use. The parking at the Intermodal Transit Center is designed to facilitate parking for trail users as well. Without accounting for the trail users, Table 8-1 demonstrates on an hourly basis what portion of the parking spaces will be used by the categories of parking users by hour. A very similar analysis was developed initially as set forth in the *Sixty-Four Acres Multimodal Transportation Center Study Final Report (1994)*. Both these analyses present the hourly demands for the categories of parking users consistent with the *Tahoe City Community Plan*, the 1992 *Regional Transportation Plan* and the existing and projected transit and trail uses in the Tahoe City area.

With a projected demand for 130 spaces just for park and ride use, the number of spaces is considered to be a minimum number for satisfying the purpose and need for the Proposed Project. The size of the Intermodal Transit Center and the number of parking spaces proposed are based on the objectives outlined in the *Tahoe City Community Plan* for transit services, ridership, employees, day-user visitation, destination user visitation, and Tahoe Basin resident use. This includes trail and park and ride transit users. As the mix of parking uses at the site will not be controlled, with the exception of rafting use, it can be expected that during peak months not all potential parking users will be served by the 130 spaces.

To encourage transit ridership, sizing the parking area to less than 130 spaces to the extent that park and ride is not supported undermines the potential ability of the Intermodal Transit Center to achieve reduction in Vehicle Miles Traveled identified in the *Tahoe City Community Plan*. There would also be the impact of unserved park and ride drivers searching for parking in the Tahoe City area, all the while contributing to traffic congestion in the area. For transit to function to its planned potential, it is important that regular users and visitors planning to utilize the Intermodal Transit Center are not turned away from their anticipated means of use, i.e., park and ride. If this were to occur, the objectives of the *Tahoe City Community Plan* and the purpose and need of this Proposed Project would not be satisfied. Providing the supply at a known site that meets the projected demands permits the transit services to utilize the Intermodal Transit

Center to its transit ridership potential and also eliminates unnecessary contributions to traffic congestion.

**Are there going to be limitations on hours of parking?**

There are no limitations on the hours of parking identified in the document. If the Amtrak throughway service were extended from Truckee it would be desirable to not place limitations on parking hours so that vehicles could be left overnight for return after several days. Vehicle abandonment regulations in Placer County and regarding Forest Service lands would apply to this parcel as well.

**The Forest Service is not doing anything about the parking problem on 89.**

The Forest Service jurisdiction does not extend into the right-of-way administered by CalTrans. No specific problems have been identified regarding the 16 space parking area on the east side of SR 89 on the 64-Acre Tract. It is unclear what problems, if any, on the 16 space parking area the Forest Service is expected to address when they have not been articulated in the comment.

**Regarding the parking management plan, is it legal to discriminate in a parking lot?**

The Forest Service will issue a special use permit to Placer County allowing Placer County to pass an ordinance that prohibits parking in specifically designated spots from use by river rafters. This is the mitigation as revised in Chapters 8, 14, and 16 of the Final EIR/EIS/EIS. This is akin to how private business prohibit parking except for their customers. This is not discrimination, but rather a management technique to prevent the damage that might otherwise occur to the Truckee River. The existing parking capacity for rafters is sized according to the capacity chosen by the Forest Service consistent with their Truckee River management objectives.

**Commercial rafting companies have a lot to gain with the closely located proposed parking area. On the Coordinated Resource Management Plan (CRMP) monitoring day in 1999, I observed approximately 10 raft company employees parking at the 64-Acres beginning at 7:30 AM.**

Rafting employees are not prohibited from parking at the Intermodal Transit Center but would be encouraged to utilize transit to access their jobs. The drop-off proximity of the Intermodal Transit Center to the commercial rafting companies would make transit an attractive option. On the other hand, there is the possibility that their use of the Intermodal Transit Center parking area would preclude other employees, visitors, residents and other Intermodal Transit Center users from parking pursuant to the envisioned parking presented in Chapter 8. In all cases, where employees use transit or park at the Intermodal Transit Center, it frees parking for other users at business locations. For the commercial rafting operators this potential situation would not increase the number of commercial rafting operations permitted on the Truckee River.



**No one has taken into account the effect of a parking area the size of Albertson's and the Bank of America in order to build a Transit Area and Interpretive Center on Lake Tahoe.**

The Draft EIR/EIS/EIS incorporates in the transportation engineering analyses the use of the parking area in affecting traffic flow. The consideration of the parking area size is also presented in Chapter 12, Water Quality, and in Chapter 11, Earth Resources. Cumulative impacts of the Interpretive Center and the Intermodal Transit Center and the associated parking for each facility is presented in Chapter 19, Other Impacts. Impacts associated with the operation of these facilities has been disclosed and mitigations described to reduce the impacts to less than significant where necessary.

**If parking were a problem why aren't the 16 spaces east of 89 used?**

Parking is a problem in the Tahoe City area especially during the summer months. The 16 spaces on the east side of SR 89 are hidden and not known to exist by many visitors to the area. No pedestrian facilities lead out or to the parking area, resulting in its use by those who know about the parking area for accessing the 64-Acre Tract between the Tavern Shores and Tahoe Tavern properties.

**People will drive as parking is not a problem.**

Parking is an extreme problem in the Tahoe City area during the summer and one of the primary problems addressed in the *Tahoe City Community Plan* process. The Intermodal Transit Center is a component of dealing with the parking problem in the area.

23. Comments: Nobody/I/we will use various modes of transportation  
**Why is there bike parking at the transit center and ski storage? People won't use these and go on transit with them left there.**

Bike parking and ski/snowboard storage areas are provided to address the various modes and needs of transit patrons at the Intermodal Transit Center. The conclusionary comment is not supported by any evidence.

**Customers will have to just go through congestion to get there and by the end of their drive will not use this place.**

The comment is conclusionary and doesn't identify where the analysis of project use levels is in error. The Intermodal Transit Center is designed to serve a fraction of the daily vehicle trips in the area. As presented in the analysis on page 6-12 of the Draft EIR/EIS/EIS and in Table 6-3 a portion of the vehicle traffic on SR 89 is expected to utilize the transit center. This analysis included the peak hour when congestion is present. While the bulk of the traffic, including those bound for Tahoe City, is not expected to utilize the Intermodal Transit Center, the facility is designed to accommodate those who will.

**Nobody will walk from the Intermodal Transit Center to stores and back.**

This comment is conclusionary and was specifically refuted during the TRPA Advisory Planning Commission by a transit user who indicated that they would utilize the transit center as a point of travel for shopping. The Intermodal Transit Center is designed for transit users, in addition to other user groups, who will use the facility as point of departure from transit for walking to the shopping and recreation opportunities in the Tahoe City area.

**I will use my bicycle and the bus in combination to get to and from the Intermodal Transit Center.**

**This will serve me and others I know.**

The Intermodal Transit Center will support the combined modes of bicycle and transit as identified by the commenter.

24. Comments: Nobody/I/we will use transit

**Tourists want to use their car. There is little reason to get on a bus. Most want to drive.**

The no-action alternative guarantees that visitors will have no option to driving or at least that it is more complicated to do so. Implementation of the Intermodal Transit Center will provide visitors and others an option to driving and parking at their destination. This is consistent with the Regional Plan goals of the TRPA and of the Forest Service. While the observation may be made after implementation of the Intermodal Transit Center, the role of the Intermodal Transit Center is to support and be a component of addressing the congestion problems currently experienced in the Tahoe City area.

**Because of its central location, it will attract use by visitors and residents. The facility will streamline user-friendly commute transit, winter ski shuttles, summer trolley, airport shuttle, and visitor services.**

Comment noted.

**This is carefully thought out, studied, and is a coordinated solution that serves me and others I know.**

Comment noted.

**Local studies show that transit doesn't work. People want to be in cars.**

**As has been proven many times before, people are married to their cars. I believe most people arriving in the area are not "day" visitors but are arriving for extended periods as homeowners, renters or campers and will not park their car at the center. These people require their cars for general transportation while in the area.**

**The rest of us will continue to use our own cars to do our shopping. People have not been using the free shuttle system that we currently have in place, and they will not use public transportation in the future, either.**

The analysis in the Draft EIR/EIS/EIS doesn't anticipate accommodating the extensive numbers of visitors that will continue to utilize existing modes of travel. The mixture of activity that is anticipated at the Intermodal Transit Center is described in Table 6-3. As people require transportation while staying at Lake Tahoe, this facility will serve the North Shore Trolley service, a service that also is provided to State Park and other Forest Service lands where campgrounds are present. In addition, the Trolley service accommodates hotel/motel visitors. While it doesn't serve the back streets, if visitors and residents can access the main highway system, the service will pick up at numerous points along that system. In short, the option is provided for visitors and residents alike to not require their own vehicles for trip purposes.

TART is the most successful transit system operating in Placer County according to Placer County Staff. Testimony at the APC hearing by Will Garner, Placer County Public Works, indicated that ridership is a 250,000 per year and growing. Evidence is clear that people do utilize cars for the majority of the trips in the Tahoe Basin. This certainly mirrors the situation across the country. People may opt to not utilize their cars if an option is presented that meets their needs. Again, the Intermodal Transit Center is part of presenting people those options.

The TRPA, the Forest Service, and Placer County encourage people to reconsider using alternatives to the personal automobile. As projects like the Intermodal Transit Center make public transit more convenient it will become more popular.

**When given the opportunity, Lake Tahoe visitors have shown decided interest in utilizing transit and other automobile alternatives.**

Comment noted.

**Based on my own bus riding experience, I question how many people will really use the center for transportation.**

Comment noted.

**The expansion of public transportation, while a worthwhile goal, may not be appropriate in an area where so many people are going in diverse directions and may not be willing or able to use it. My own observations of the ridership on TART tell me that it is not being widely used. If you have information counter to this, I would appreciate it.**

**TART isn't working because there are not many on the bus. My wife and friend rode TART and the driver was begging them to stay on the bus, as they were the only ones on the bus.**

TART is a successful transit system providing rides to over 250,000 per year. This figure is growing and expected to grow with implementation of the Intermodal Transit Center. TART provides mobility to those who do not have access to other means of transportation.



**My observations were typical and I have to think the 250,000 riders annually as reported by Will Garner, Placer County's Transportation Supervisor, are a figment of someone's imagination.**

Mr. Garner has double checked his figures and the reported number is correct.

**Most of the cars causing congestion will be out-of-towners who are unlikely to be using the bus anyway, since they are traveling to another destination, very likely away from Tahoe and Tahoe City.**

For those that drive to Tahoe, the Intermodal Transit Center will probably not be used for returning to their point of origin outside Lake Tahoe. In the analysis, the visitor population that has an accommodation destination is not expected to utilize the Intermodal Transit Center for the purpose of first driving to their destinations. However, while at Lake Tahoe, the Intermodal Transit Center will provide an enhanced means to leave their vehicle and use transit. Visitors using the Intermodal Transit Center in this way have been included in the analysis. It is the project's intent to provide better access to transit.

**TART ridership is so low that even if the increases boasted in the document are true it will not be significant.**

Any increase in the 250,000 annual TART ridership is beneficial.

25. Comment: Origin/destination study need

**An origin-destination survey is needed to know where people are going.**

An origin-destination survey is used when determining relationships for transportation modeling purposes and other applications. For implementation of the Intermodal Transit Center an origin-destination survey is not helpful in establishing potential ridership levels. The location is in very close proximity to a node where almost any mode of travel will pass if accessing Tahoe's west shore, north shore or Truckee River corridor. Information akin to an origin-destination survey was utilized in the analysis of the traffic impact and the anticipated uses of the Intermodal Transit Center. Table 6-4 includes the variety of trip distribution and assignment. The process to identify the traffic impacts included the steps of trip generation, trip distribution, and trip assignment. These processes are steps taken in a transportation model.

26. Comments: Safety concerns

**Where is the existing safety problem with today's Tahoe City transit stops?**

There is one documented accident involving the existing transit transfer situation in Tahoe City. No data is available on the numbers of narrowly avoided accidents. Typically, in the area of traffic safety, one accident is an indicator that a dangerous situation may exist. The last paragraph on page 7-2 discusses the safety issues regarding transit use with today's infrastructure.

**Turn to page 6-19 and look at Table 6-6. Look at the lines SR 89/Granlibakken Road/Tahoe Tavern and the 1<sup>st</sup> and 3<sup>rd</sup> lines in that section. Both are rated F. F**

**means that the wait is impossible to measure because it is over 180 seconds. It is dangerous to make the turns described. If you do either of these projects, it will get even worse. You needed to provide a sensor activated light at this intersection and include the cost and responsibility in your proposal.**

**We have been hit by a car desperately making a left turn out of Granlibakken. Adding more in-and-out vehicles would only increase the congestion and hazards.**

Impact 6-4 addresses the left turn movement from Granlibakken Road onto SR 89 for the proposed project. The standards of significance for the Proposed Project impacts are set at an extremely tight level as explained beginning on page 6-8. There is no significant impact to the left turn movement as a result of the project. Without being presented the police report attesting to the cause of the accident, we are unable to comment regarding the impact congestion had in causing that accident. As presented in the analysis, mitigation 6-2 would result in a net 17.6% improvement in the traffic flow. Background traffic is expected to continue growing. Congestion may be expected to steadily increase after the mitigations are applied and eventually it is predicted that the net effect of the mitigations, which more than mitigate the project impact, will be overwhelmed.

No potential hazards as the result of the Intermodal Transit Center project are identified. Safety along SR 89 is the jurisdiction of Caltrans. Caltrans addresses safety according to defined standard and has not identified any safety deficiencies in the comment letter regarding this Draft EIR/EIS/EIS.

The "F" rating is an estimate of the left turn movement delay time as calculated by inputs to a series of mathematical equations. Regarding the notation "F (Exceeds 180)" in Table 6-6, the equations fall apart with the inputs provided to the model. This is typical with unsignalized side street turn movements that turn onto a dominant through movement. There are many intersections with these characteristics at Lake Tahoe where a similar calculation would also be incalculable.

**By replacing the current dangerous transit transfer situation that forces riders to walk across Highway 28, it also significantly increases transit user safety.**

This is an expected benefit of the Intermodal Transit Center.

**The chances of people loitering and the need for increased security would negatively affect quality of life.**

Comment noted.

**Your proposal is deficient. It must be redone. You are going to cause accidents. You are going to cause fires to burn longer than they should. You are going to open yourselves to lawsuits. Anyone who has an accident at this intersection can use this memo to say that you were made aware of the problem and went ahead without solving it. You should be and will be sued.**

**Who in the end will pay? The taxpayers. The study is flawed. Go back and redo it and address these issues.**

The comment draws conclusions that are not supported by the traffic analysis and no specific deficiencies in the disclosure of the traffic impacts are identified by the comment. Mitigation 6-2 will, when implemented, reduce the overall 2.4% delay caused by the project by 20%. This mitigation addresses the 16 additional vehicles adding a total of 88 seconds to the overall traffic queue. The background growth in traffic from 2000 to 2001 alone adds 15 vehicles. It is expected that the "natural" background growth of traffic will overwhelm the effect of Mitigation 6-2 if the growth in traffic not attributable to the project continues. The mitigations, specifically Mitigation 6-2, more than address the impacts of the Intermodal Transit Center.

**It is not safe for pedestrians crossing 89 with the crossing guard program.**

There is no analysis presented that indicates the claim of this comment has a basis in any gathered accident or incident data. The crossing guard program is discernibly safer than uncontrolled pedestrian access across Fanny Bridge and it results in less overall traffic delay for vehicles on SR 89.

**We have real safety concerns about the buses coming and going across Fanny Bridge, as that is already a tight funnel.**

Implementation of mitigation 6-2 partially funds the widening of Fanny Bridge. The purpose of the Fanny Bridge project is to make travel safer for both pedestrians, bicyclists, and vehicles. Buses utilize Fanny Bridge today and are not prohibited from doing so by Caltrans, the agency having jurisdiction over traffic safety.

27. Comments: Maintenance costs

**It is costly to maintain the water quality improvements required for this project.**

The water quality improvements for the project are standard treatment facilities that would be required for any similarly sized project. The cost of maintaining them will be borne by Placer County. This cost is a recognized factor of project development.

**In the 64-Acres EIR there is only a vague description of funding for the proposed parking monitors. What do you propose to insure that parking monitors are funded perpetually?**

Placer County, with revised parking management mitigation included for Chapters 8, 14, and 16 in the Final EIR/EIS/EIS, will not require parking monitors or their funding. The revised parking management mitigation includes enforcement of a Placer County ordinance that will be the responsibility of the Placer County Sheriffs Department and the Forest Service.



**There needs to be a guaranteed permanent funding source. The crossing guard program referred to in Chapter 9 was discontinued due to funding.**

The traffic management program administered by the Placer County Sheriffs Department was discontinued. Language was added to Mitigation 9-1 to appropriately re-instate the program. This mitigation will be primarily funded by Placer County and the Truckee North Tahoe Transportation Management Association. The mitigation is required of the project and will be the subject of a mitigation monitoring plan according to CEQA, pursuant to California AB 3180.

**I wonder how the fixed costs for this project will be covered.**

Impact 18-1 directly identifies the issue raised in the comment. As described in Mitigation 18-1, a staffing plan, improvement program, and budget for addressing maintenance, parking control, and public safety needs is required prior to development of the Intermodal Transit Center. This mitigation reduces the impact to less than significant.

28. Comments: Government agency motivations

**I wonder if this isn't all related to the Forest Service determination to destroy one of the best natural areas on the Lake.**

**The Intermodal Transit Center will serve no useful purpose and will destroy a precious piece of natural Lake Tahoe. It will waste millions of our public dollars.**

**The proposed Intermodal Transit Center appears to be some kind of stepping stone or back door means by which the US Forest Service will eventually get its Interpretive Center. The Interpretive Center will further destroy this natural pristine, open to the public, beautiful piece of property.**

**You, the three agencies and Caltrans ignore the environment and continue to push and destroy a piece of property that should contribute to the environment.**

**We have the impression that yours and the other agencies that control the site want to destroy this area for no other reason than to turn it into a parking lot.**

**There is a lack of respect to the Lake by the agencies and people associated with this project as proponents.**

There is no evidence presented by any of the comments that the assessment and analysis of any environmental impacts and mitigations identified in the Draft EIR/EIS/EIS are inadequate to the point that the environment will be "destroyed" by the construction and operation of the Intermodal Transit Center. On the contrary, there are no unavoidable significant impacts identified in the Draft EIR/EIS/EIS as indicated on page 19-18.

Commenters should recall that the Forest Service removed numerous incompatible uses when it took over the 64-Acre Tract from the Bureau of Reclamation. The site was then restored and developed for the recreational uses

that are evident today. Development of a transit center was an envisioned and planned use for the parcel. When the Forest Service restored the parcel, a great deal of open space was created. The development of the Intermodal Transit Center is an acknowledged loss of the open space. Any additional development on the parcel will result in a loss of open space. The uses identified in the planning documents that have led toward the development of the Draft EIR/EIS/EIS are consistent with the desired management of the parcel for the public good, even at the expense of losing open space at the parcel for the intended uses.

All of the CEQA, NEPA, and TRPA public involvement and environmental disclosure processes and analyses have been followed. A meeting was held when the project was in the previous Environmental Analysis process in San Francisco to reduce the travel requirements for many Tahoe Tavern and Tavern Shores property owners whose primary residences are in the Bay Area. This point of contact and other points where the management of the Tahoe Tavern and Tavern Shores Homeowners Associations were contacted directly represent efforts by the agencies involved with the Intermodal Transit Center to “go the extra step” to involve interested people in the public process.

The funds used for this project are for a purpose deemed necessary by numerous planning documents, including the 1992 *Regional Transportation Plan*. Federal funds will be utilized for the construction of the Intermodal Transit Center. The funds allocated are administered by the Federal Transit Administration. The Federal Transit Administration regularly administers funds for projects throughout the nation for transit projects such as the Intermodal Transit Center.

29. Comment: Lake access

**TRPA and others are mandated to provide lake access.**

The Intermodal Transit Center project will have no affect on lake access as all the features of the project occur on the riverside of the parcel. People will have the opportunity to take transit, use bicycle trails, and walk to the lake side portion of the parcel where lake access is provided. This project will provide greater lake access to many people.

30. Comments: Notification process

**Most people on the North and West shores were not notified of this meeting.**

The noticing procedure for the TRPA Advisory Planning Commission meeting was followed. Special notification was sent to representatives of the Tahoe Tavern and Tavern Shores properties.

**This will have a process through Placer County and be heard at the Placer County Planning Commission.**

Comment noted.

31. Comments: Visual impacts

**Views of Lake Tahoe are blocked at many places around the Lake.**

This Intermodal Transit Center will not block views of Lake Tahoe from any known vantage point.

**People do not want to see parking at the Intermodal Transit Center**

Chapter 15 includes the impacts to visual quality as a result of the development of the Intermodal Transit Center. Impact 15-2 directly relates to the comment. Mitigation 15-2, however, addresses the significance of the impact and mitigates it to less than significant by planting of landscaping and preservation of mature trees that will screen the parking lot from view.

32. Comments: Consultant and agency professionalism

**Consultants are just used to get the answers the proponents want by my own experience.**

Comment noted.

**There seems to be a rush to push through this project without due consideration.**

This project has been considered in a separate Environmental Analysis and in a Draft EIR/EIS/EIS. The process began in March of 1998. The comment concludes that the project has not been considered presumably for the environmental impacts of the Proposed Project. The disclosure process across all areas of potential environmental impact has been followed. When impacts were determined, mitigations were identified to reduce them to less than significant. The comments received, such as this one, have been responded to according to the NEPA, CEQA, and TRPA requirements.

**My real concern is that each of the organizations planning the separate Centers are using the age old political technique of incremental growth approval. That is, each step in itself does not adversely affect the environment, therefore get one approved and then move on to the next increment. I ask, why not plan the total land use for the Tract as one proposal and one EIR? It makes one think that the various representatives fear that an overall EIR may prove to be restrictive to their desires.**

There has been a plan for "the total land use for the Tract" since the Forest Service acquired the parcel. Both a 1974 and 1983 planning map include a transit center on the 64-Acre Parcel. The 1983 EIS for the transfer of the parcel to the Forest Service included the variety of uses envisioned for the site. The initial preparation of the Interpretive Center environmental documentation was begun when the Intermodal Transit Center was not a reasonably foreseeable project. Through delays associated with that process, the Intermodal Transit Center became a foreseeable project that was mentioned in the 1997 Lake of the Sky Interpretive Center EIS. The subsequent appeal and settlement letter from the Forest Service identified that a combined transportation analysis of either Interpretive Center location with the river side Intermodal Transit Center would be completed. This analysis was completed and concluded that either



Interpretive Center location could be mitigated. Consistent with the Record of Decision for the Interpretive Center location, the Intermodal Transit Center Draft EIR/EIS/EIS considered the cumulative impacts of both the lake side Interpretive Center and the Intermodal Transit Center. Those cumulative impacts, consistent with the focused analysis performed pursuant to the settlement letter, are also mitigated to a less than significant level. There is no indication, as suggested by the comment, that the Intermodal Transit Center with the Interpretive Center would result in significant impacts that would not be mitigated.

In all previous environmental documentation, the SR 89 realignment project was not reasonably foreseeable nor has it ever been a project that is more than a concept. Not even a preliminary design has been developed. It makes consideration of the SR 89 realignment project with the Interpretive Center and Intermodal Center a task of comparing specific projects with a conceptual one. Environmental documentation regulations require analysis of the projects in a reasonable timeframe. As a concept, the SR 89 realignment project has been considered and the Intermodal Transit Center as well as any future realignment project are expected to not harm or preclude the successful operation of either project.

**For Government agencies to execute actions that increase the traffic is beyond comprehension. It makes me feel that the parties responsible abstain from participating in experiencing the results of their actions and the agony it brings. Adding to the mix of auto and pedestrian traffic by locating the Intermodal Transit Center at almost ground zero seems mean spirited, if not demented.**

Comment noted.

**We are dismayed that the only agencies that will be reviewing the DRAFT are those who wrote the plans for the transit center. We hope that you will be able to assure us that the foxes are not guarding the hen house, and that those who will be reviewing your plans do not have any vested interest in this project**

The project and environmental documentation has been made available to agencies and organizations across the nation through the circulation requirements through the California State Clearinghouse and the notices in the Federal Register. Comment from agencies with regulatory authority, the Regional Water Quality Control Board, Lahontan Region provide direction for the project. In addition, the project must meet with all TRPA, Forest Service, and Placer County requirements.

**This appears to become the classic case of government agencies determined to follow their predetermined course regardless of the consequences and regardless of public participation by those most adversely affected. This course can only lead to further dispute, likely litigation, and frustrated expectations.**

**Realistically consider the size of the Intermodal Transit Center and Interpretive Center that is actually needed to enrich the area. As a citizen viewing the plans**

**being considered, it would seem inadequate attention is given to function and environment and a bureaucratic ego is making decisions without responsibility to land or to citizens' needs.**

The Draft EIR/EIS/EIS includes a description of the project and an analysis of why the Intermodal Transit Center is sized for six bus bays and 130 parking spaces. The analysis can be found in Chapter 8, which is based on an analysis regarding the function and size of the Intermodal Transit Center as documented in *Sixty-Four Acres Multimodal Transportation Center Study*, 1994. The analysis in the Draft EIR/EIS/EIS as well as the cited study are based on the facility needs as identified in the *Tahoe City Community Plan* and 1992 *Regional Transportation Plan*. The ultimate mixture of uses on the 64-Acre Tract are following the planning documents preceding the development of the Draft EIR/EIS/EIS. Most notably, the previous Forest Service documents, Forest Plan, the EIS for the transfer of the parcel to the Forest Service, the Forest Service *Plan for the Sixty-four Acres, Tahoe City, California*, have included a transit center use and parking area. Planning documents developed in the public process have guided first the development of the Environmental Analysis and now the Draft EIR/EIS/EIS.

The expectation of agencies attempting to implement projects contained in the previous planning documents is that over the course of time the projects identified would be developed according to an analysis reflective of current conditions, i.e., it is not prudent to move forward on detailed development of a project as defined by the 1974 and 1983 citations of a transit center as those citations were not subject to an analysis sufficient to the needs identified in the more recent *Tahoe City Community Plan*.

33. Comments: Adequacy and preferred action

**The League strongly supports the construction of the Intermodal Transit Center. However, we have concerns regarding the adequacy of the Draft EIR/EIS/EIS, which we assume can and will be corrected in the Final EIS. We incorporate by reference our comments in the letter dated August 30, 1999 during the scoping process for the Intermodal Transit Center Draft EIR/EIS/EIS.**

Comment noted.

**It seems reasonable to me to have the buses stay on the road to Squaw and not come down Highway 89. When you redo the study, find a way to get the buses into the Intermodal Transit Center from the road to Squaw.**

The alternative of having a separate bus bridge to the 64-Acre Tract is considered but dismissed from further consideration for the reasons that additional environmental harm with impacts to riparian systems would result. The proposed project design more than mitigates the impacts during the peak hour of traffic. The Final EIR/EIS/EIS is the last step in the normal environmental review process. At this time, no more analysis of the alternative indicated by the comment will take place.

**I am against any development of any kind in this area.**

Comment noted.

**There are just plain misstatements that will not stand up.**

Throughout the responses to comment, presentations, and Draft EIR/EIS/EIS the best, most consistent information has been presented. As specific misstatements have been identified they have been responded to, clarified or corrected so that a consistent presentation of information in written and verbal form will be maintained. Changes in the final text are included as part of the Final EIR/EIS/EIS document.

**While I haven't read the report, I think it is vague.**

Comment noted.

**The assumptions of the document are not right.**

The comment is vague regarding what assumptions specifically are being referred to. To ensure that the mitigations will be effective, when assumptions were made, conservative, or worst-case assumptions were utilized. In general, the very worst possible case was analyzed and appropriate mitigation developed. The actual effects will often be less severe than disclosed by the assumptions and therefore the mitigations will actually improve conditions accordingly. Specific examples of this are included in Chapter 6 where assumptions were required for analysis purposes. No specific assumptions are identified by the commenter making any additional clarification according to the comment possible.

**This will not make things worse.**

Comment noted.

**I believe it is irresponsible to propose an EIR independently for both the Intermodal Transit Center and the Visitor Center.**

The responsibility of the Forest Service to prepare an EIS for the Interpretive Center was initiated prior to the Intermodal Center being reasonably foreseeable. Due to the delays in preparing that document, the Forest Service incorporated the Intermodal Transit Center in the Lake of the Sky EIS. After an appeal requiring more analysis of the cumulative traffic analyses of both projects, a combined analysis was performed. The Draft EIR/EIS/EIS for the Intermodal Transit Center considers the cumulative impacts of both projects and includes the mitigations to address cumulative impacts as analyzed together in Chapter 19, Other Impacts.

**I am in favor of the preferred alternative.**

Comment noted.

**A fine environmental team was assembled and all the issues were addressed and all the impacts were identified and mitigations were put in to address the impacts.**



The environmental team assembled to develop this project did as careful a job as possible in identifying impacts and the mitigations that would be necessary to address them. No unavoidable significant impacts remain with implementation of the Proposed Project.

**This document can be certified and the comments can be responded to quickly.**

Comment noted.

**The document fails to meet the findings necessary to proceed with this project and planning should be halted until this critical work is completed and the assessment of impacts is properly considered and incorporated into the plan.**

All levels of significance reflect the standards and the findings necessary to meet any regulatory requirements when such standards or findings exist. For these significant impacts as well as others that are described unique to this document, mitigations reduce all impacts to less than significant. The summary table presented in the front of the Draft EIR/EIS/EIS reveals that no significant impacts remain when mitigation is incorporated. This conclusion is disclosed beginning on page 19-18.

**Review the purpose and need. Create some new alternatives so that the congestion on Highway 89 is greatly reduced.**

The purpose and need is consistent with the objectives envisioned for the Intermodal Transit Center given its proximity as a transfer point and as a piece of land that represents the unique urban and recreation interface of Forest Lands and the surrounding community. The development of the Intermodal Transit Center follows from the documented planning documents preceding the Draft EIR/EIS/EIS. The purpose of the Draft EIR/EIS/EIS is to disclose the environmental impacts associated with the development of the analyzed alternatives. There is no over-reaching responsibility of the Intermodal Transit Center to address more than the impacts of the project. There was no process initially and no process at this time for development of alternatives to greatly reduce the congestion on SR 89. Short of draconian measures, no public agency has the means to require people to leave their vehicles. Congestion, in many peoples' minds, will still exist after the Intermodal Transit Center is fully operational. The Intermodal Transit Center, as explained in the document, is designed to provide an opportunity for people to not use their own vehicles. It is likely that what effects the project mitigations have on actually reducing the overall impact will not be perceived by a casual observer as congestion will still occur.

**Appendix A of the Intermodal Transit Center Draft EIR/EIS/EIS has 18 areas that need to be mitigated. Isn't that a lot of things that need to be addressed prior to starting the project? Where were the results of the previous study that said there will be increased air pollution. Noise pollution will occur yet they say, "insufficient data".**

The Initial Environmental Checklist (IEC), Appendix A of the Draft EIR/EIS/EIS precedes the written development, assessment, and analysis of the Intermodal Transit Center in a Draft EIR/EIS/EIS. It is then the duty of the draft to disclose the impacts and identify mitigations that resolve the data gaps or impacts to a less than significant level as well as any impacts that can not be mitigated. All impacts identified in the Draft EIR/EIS/EIS are reduced to a level that is not significant with the implementation of the mitigation measures. The specific concerns of air quality and any increases in air pollution and also with noise pollution are those identified in the document. The IEC identified that additional analysis would be required in those areas. The analysis was completed and the disclosure of the impacts to air and noise resources is addressed pursuant to the documentation requirements of NEPA, CEQA and TRPA. No significant impacts to air or noise remain once mitigation is applied to them.

**Based upon our review (EPA), we rate the document as EC-2, Environmental Concerns – Insufficient Information.**

The comments of the EPA are responded to in this Final EIR/EIS/EIS.

**Our family encourages the agencies involved to initiate the no-action alternative.**

Comment noted.

34. Comments: Role of government

**This project is a legitimate role of government to serve its citizens with mobility options.**

This is reflected in the funding structure of transit projects at a national level and the planning level of the region.

**The expenditure of Federal funds for this purpose is clearly a waste of taxpayer money. It amounts to a boondoggle that will permanently and deleteriously affect the environment.**

All impacts to the environment are mitigated to a less than significant level. Taxpayer dollars are utilized throughout the nation to address transit needs such as the Intermodal Transit Center. The conclusionary statement that the Intermodal Transit Center “will permanently and deleteriously affect the environment” is not borne out by the disclosure of the environmental impacts and mitigations as included in the Draft EIR/EIS/EIS.

**We cannot understand why the various governmental planning groups seem to be intent on adding to the problem, instead of working to alleviating the problem.**

It is unclear what problem is being addressed by the comment but the presumption is that the problem being referred to is the congestion problem on SR 89. The intention of the Intermodal Transit Center is to provide residents and visitors to Lake Tahoe greater opportunity and convenience to not be part of the

congestion problem by utilizing transit or another non-automobile mode supported by the Intermodal Transit Center. The Intermodal Transit Center is designed in an overall sense to reduce congestion. However, in the peak hour, with the various uses envisioned the Proposed Project is expected to have a significant impact, as defined by extremely rigid parameters, on congestion. As such, appropriate mitigations are required that more than offset the impacts of the Proposed Project. By implementation of the mitigations and by operation of the Intermodal Transit Center the various governmental planning groups are taking steps to alleviate the problem.

**How can any of these agencies support a program whereby open wilderness recreational land will be converted to about 50 Acres of black top parking and a bus terminal? It is beyond any intelligent evaluation that a person can make.**

**The Interpretive Center will bring additional people to a location that is already over a reasonable level. Why does the government want to spend our money to bring more people into the Basin only to provide a few extra parking spaces?**

The parcel is not designated as wilderness land. The proposed project does not involve the conversion of 50 acres to blacktop pavement. This project is to better serve existing and future numbers of people and in a manner that will make it easier for people to not use their own vehicles. The project parking area is sized to accommodate the various modes and needs of travelers, both residents and all types of visitors. This is borne out by the analysis presented in Chapter 8 regarding the parking area sizing. The role of the government in this case represents a joint partnership of the Forest Service, Placer County, and the TRPA to address the problems of congestion, impacts to the Tahoe Region and to Forest Lands, of the massive numbers of people utilizing the amenities of Lake Tahoe now and in the future. The project is responsibly designed to address impacts to visitation and residential use that will not disappear. In keeping with the Tahoe City Community Plan, which represents the overall goals of the Tahoe City area, the Intermodal Transit Center is component of the overall means of addressing parking and traffic congestion in the area.

**The current site features today are very, very minor. The cost per additional parking space must be impossible to justify.**

The use proposed for this site has been planned for some time. The parcel was restored for a very high level of use and is now being used and planned for use in a manner consistent with the intended uses for the site. The cost of the project is justified to address social and environmental goals and result in a net improvement of the transportation at Lake Tahoe.

35. Comments: Neighbor concerns

**My enjoyment of my property and that of my neighbors both at Tavern Shores and up the Granlibakken Road will be very negatively impacted if these two**



**developments are allowed on the 64-Acres across Highway 89 from Tavern Shores.**

**I feel the quality of life will be affected as well as the potential resale value.**

**It would be a travesty to build so close to an area dedicated to the vacation homes of so many.**

Comment noted.

**These public hearings increase our anxiety on this process.**

Comment noted.

**What are the neighbors concerned about?**

Comments from residents of the Tavern Shores and Tahoe Tavern and their attorney are included in the comments presented in this document. The primary concerns expressed regard the Interpretive Center project location, traffic, and the use of recreational land as it relates to the FTA 4(f) findings. A more in-depth understanding can be gained by reading the comment letters and reviewing the testimony from the APC and Governing Board meetings held in June 2000 as well as the letters including the comments of the neighbors.

**Issues of concern will be addressed in final EIR/EIS/EIS. I am oriented to the greatest good for the most people and that usually doesn't mean siding with neighbors who may be impacted.**

Comment noted.

**The controversy is really over the Interpretive Center, not this.**

Comment noted.

**The 64-Acre parcel is public land. While there are neighbors, the best use is for the public, not for a small group of people.**

The prescription for the Forest Service for this parcel, as discussed in Chapter 5 of the document, is for public use.

**With a suggestion to consider the quarry site, where was the Tavern Shores concern about crossing 89 then? Really why are these people concerned? Why weren't these people interested in the Intrawest project with 40 cars/hour when this causes 16/hour? The Intermodal Transit Center is really just too close to home. This is really about a benefit for many people or a benefit for a few.**

Comment noted.

**Things can be worked out with concerns that people have.**

Comment noted.

36. Comments: Proximity of Intermodal Transit Center

**If a bus station is needed why not put it on highway 89 across the Truckee River?**

**Buses are a good idea but they should be located in a terminal away from the main point of traffic congestion.**

Alternative site analysis was considered in Chapter 4 of the Draft /EIS/EIS. The alternatives selected for further analysis were done so in a manner consistent with the defined purpose and need (Chapter 2) that was developed from previous planning documents, several of which were circulated and approved by separate EIR's and EIS's.

**Because of its close proximity to recreation opportunities at the Truckee River, Lake Tahoe access points, ski areas, shopping, dining, and on and off-road bicycle trails, the 64-Acre Tract is the ideal location to capture interest and use by visitors.**

Comment noted.

**A bus center within a 0.25 mile distance to town center is not needed. More bus stops are needed instead.**

All planning for transit and transportation in the *Tahoe City Community Plan* has indicated that to serve the needs of pedestrians utilizing transit that the distance from the commercial core area should be no greater than 0.25 miles. Greater distances than this tend to discourage pedestrian use. The addition of bus stops is recommended in the *Tahoe City Community Plan* and in the 1992 *Regional Transportation Plan*. Additional bus stops will aid transit ridership, however, the addition of bus stops alone doesn't satisfy the purpose and need of this project for the Tahoe City area and the Region.

**I am concerned specifically about this location due to the existing congestion. A location outside of town before one gets into Tahoe City would make a lot more sense and most likely have less environmental impact.**

This alternative was considered but eliminated from detailed consideration because it failed to meet the purpose and need. This is documented in Chapter 4 of the Draft EIR/EIS/EIS.

**This proximity to hub businesses also makes the location user-friendly for employee commuters – many of whom must rely on transit in order to retain employment.**

Comment noted.

**I can't imagine anyone wanting to put a "bus station" on the lake side of our beautiful lake. It's getting too crowded now with commercial rafting, boats and people.**

The lake side of the 64-Acre Tract is not a proposed location of the Intermodal Transit Center.

**I believe the proposed transit site is in a terrible place.**

Comment noted.

**This is the best spot as it is centrally located.**

Comment noted.

**Review this carefully. Is this the right project in the right place?**

All the planning for this parcel specifically and the planning in the Tahoe City area as well as with the 1992 *Regional Transportation Plan* indicates that the 64-Acre Tract parcel given the commercial use patterns, the proximity to the intersection of two state highways, the traffic volumes passing near to this area, and the developability of the parcel is the project in the right place. There is no information indicating that another site would meet the purpose and need identified in Chapter 2. Alternative sites were considered and dismissed from further analysis in Chapter 4 because they did not adequately satisfy the purpose and need.

**I firmly believe that based on what I have seen that this is the right place for this Intermodal Transit Center and it is sized appropriately.**

Comment noted.

37. Comments: The "Quarry Site" alternative

**The old quarry site is as bad or worse than the Intermodal Transit Center location because 89 still has to be crossed and this creates more problems.**

**Look at the gravel pit now used as parking for raft buses or consider the open area on the east side of highway 29 across from Tahoe State Park which is almost downtown Tahoe City.**

**If your objective is to use the terminal as an extended parking area for the merchants of Tahoe City, I would suggest an alternative location such as the quarry on Highway 89 with much reduced parking.**

**The quarry site is not good as there is no sidewalk or trail accessing that site.**

The quarry site was considered as an alternative but dismissed on page 4-5 of the Draft EIR/EIS/EIS for the reasons of pedestrian walking distance past the Tahoe City commercial core (greater than the 0.25 mile distance). The pedestrian and bicycle trail user crossing issue raised in this comment would be another impact of the quarry site location.

38. Comments: Future transit use errors

**A correction to 60 transit vehicles, not 160, should be made and would be at best 80-90 vehicles in the future. That is more bus traffic than will be real.**

The transit vehicle use anticipated and documented is the most expansive that can be expected. This is to obtain a conservative estimate of bus activity in the future, which would represent the worst possible traffic conditions. The credits for achieving that much bus activity was not included in Chapter 6, 7, 8, or 9.



The comment presented perhaps a more realistic value but for the analysis it was determined to be better to portray the worst possible congested situation envisioned.

39. Comments: Environmental Improvement Program/Thresholds

**We should be doing EIP projects and this is one so the lake won't turn green.**

Comment noted.

**I am frustrated by this process. The project is listed in so many places and yet it isn't going forward. This is an EIP project. If we can't get this done it will postpone solving the transportation projects on the North Shore. The money is in place to do this project now.**

The process as described in Chapter 1, Introduction, beginning on page 1-4 has a history of development. Once the environmental review process was initiated with the development and eventual release of the 64-Acre Tract Intermodal Transit Center Environmental Analysis, Placer County determined that an EIR would be required due to the neighbor controversy regarding this project. The Forest Service and TRPA concurred with the decision and determined that a combined EIR/EIS/EIS document should be prepared. The development and review of both these documents was initiated in March 1998 with the release of a Request for Proposal by TRPA. The process has taken the time to this date to coordinate, address concerns, and develop documentation sufficient to meet with the planning requirements of Placer County, the Forest Service, and TRPA. The Intermodal Transit Center is Environmental Improvement Program project number 856 and a Presidential Deliverable from the 1997 Presidential Summit at Lake Tahoe. FTA funds are identified for this project.

**This is about being responsible to achieving thresholds, being responsible to one of the great treasures we have.**

This project is Environmental Improvement Program project number 856. The EIP is a comprehensive organization of projects throughout the Tahoe Region across all thresholds that identify the projects required to strive toward achieving thresholds. The project is also included in the 1992 *Regional Transportation Plan*, another document demonstrating the transportation projects designed to achieve the air quality thresholds. The threshold most positively affected by the Intermodal Transit Center is the reduction in vehicle miles traveled.

**This is an EIP project to save Lake Tahoe. If we can't do this, shame on us.**

Comment noted

40. Comments: Shoulder parking on SR 89

**Does this plan contemplate the removal of parking in inappropriate places or places that are unsafe or does it expand what is already there? How can you make a finding of improving the water quality conditions with the parking offsite in unpaved areas to remain in place? You can't say that sometime in the future that it will be taken care of in 2050. The parking on the shoulders of SR**

**89 looks awful. Just because shoulder parking is occurring everywhere doesn't mean that it should continue to occur here on these areas near the parcel. To the extent that the inappropriate parking is in the same area as the project we should correct this. We should link this problem to the project to solve the problem. You lose a golden opportunity to address this problem by not doing this right now.**

The Intermodal Transit Center project area doesn't include the CalTrans right-of-way. The Intermodal Transit Center project therefore includes no modifications to expand or remove parking that is occurring in the right-of-way. The TRPA Code of Ordinances and the requirements of the California Water Quality Control Board require that water quality be treated, that runoff is captured and treated within the project area. Chapter 12 of the document identifies the mitigations necessary for protection of water quality within the project area. Also proposed with the project is a 130-space parking lot.

While the document makes no requirements of the shoulder parking as that area is beyond the scope of the project and outside the project area, Placer County, by working with CalTrans, is addressing the shoulder parking impact along the SR 89 corridor. The Intermodal Transit Center project with the parking area is of sufficient size to accommodate the vehicles that have been parking along SR 89 in the right-of-way.

The attendant water quality and visual impacts of the shoulder parking are a priority of the TRPA to address, however, a nexus to the appropriate project must be established. In function there is a relationship between the parking onsite and offsite in the shoulder area however protections for project applicants are built into the TRPA Code of Ordinances so that these relationships are not extended by TRPA staff into areas where project applicants have no direct influence. The appropriate linkage that is established in the TRPA Code of Ordinances is the CalTrans Highway Master Plan process underway as of this writing. Linked projects must contain a nexus.

In a recent example of three linked projects, a proposed timeshare development transferred residential units that functioned as affordable housing thereby requiring another linkage to replace affordable housing at another location within the jurisdiction. These three projects were linked by a nexus created by the timeshare development and its needs, all of which were covered by TRPA Code of Ordinance language.

There is no such codified linkage established for the Intermodal Transit Center project and shoulder parking. There is no opportunity via the Intermodal Transit Center project but there is an opportunity through the CalTrans Master Plan and the work Placer County is pursuing to address the shoulder parking issue. To the extent that unpaved parking exists on any portion of the parcel, TRPA Best Management Practices require that the area be revegetated and protected from further disturbance or paved over taking up any allowable coverage on the

parcel. This development requirement is described in the Draft EIR/EIS/EIS as the second bulleted item from the bottom of page 3-7.

**Isn't the parking on the 89 shoulder a safety issue for this project?**

The safety issues for this project are for the project area that is the parcel known as the 64-Acre Tract. Safety issues along SR 89 are the responsibility of CalTrans and the California Highway Patrol.

**Are you saying the parking along SR 89 doesn't affect the level of service along 89? Wouldn't shoulder parking be a universal safety issue around the lake? What about bicycle users getting hit by a person in a vehicle opening a door that is parked parallel?**

Parking along SR 89 can affect the performance or Level of Service for the highway. Parking along SR 89 falls outside the project area and the scope of the 64-Acre Tract parcel and the Intermodal Transit Center EIR/EIS/EIS. Shoulder parking is a universal safety issue but not one that is the responsibility of the Forest Service or TRPA. As such, it is not covered in this document, as shoulder parking on the highway system is not occurring within the project area. This includes the issues related to bicycle user safety, i.e. hitting a suddenly opened vehicle door. To the extent that those conflicts occur on-site, the bicycle trail system includes stop signs at roadway crossings. Also, the parking on the 64-Acre Tract will not occur in a manner where bicycle users will typically travel as parking will be in a parking lot in designated parking areas.

**Placer County is putting together a team to address the parking situation Kay Bennett discussed and the study is getting set to go forth right now.**

Comment noted as it relates to the questions regarding shoulder parking.

41. Comments: Does the Interpretive Center add trips?  
**Is the Interpretive Center itself a trip generator?**

**For clarification, the Interpretive Center project is not included in the environmental document until 4 or 5 years out. Do you consider the Interpretive Center in this document? So (based on John Marshall's answer) when the Interpretive Center comes along you would consider it and any impacts such as the 89 shoulder parking.**

Although not subject to consideration in this document except in the cumulative condition, the Interpretive Center project is included as a net trip generator. The cumulative effect of trips, including the Interpretive Center trips, was evaluated in Chapter 19, Other Impacts.

42. Comments: Role of the North Lake Tahoe Resort Association  
**The forming document for the NLTRA identified the Intermodal Transit Center as one of the most important transit projects of the area.**

The North Lake Tahoe Tourism Development Master Plan identifies transportation as the key negative experience in the North Lake Tahoe area. The



Master Plan does identify solutions for that problem and the Intermodal Transit Center project is identified as one of the most important projects that can be done in concert with other transportation project to begin to solve the transportation problems.

**The NLTRA should be involved with the Intermodal Transit Center development.**

The NLTRA has been an active participant in the development of the Intermodal Transit Center project including supplying \$150,000 worth of the funding for the project including environmental documentation.

43. Comment: Order of final EIR/EIS/EIS certification  
**Timing issues should be addressed with Placer County going first on the EIR/EIS/EIS. It is Placer County's project and their decision to go with the EIR requirement. Let them say they want the project first. Let them get a chance to hear you don't have an adequate EIS. So Placer County first, then the Forest Service, and then TRPA for compliance. This is the order in the document as well. We would like an opportunity to convince Placer County and the Forest Service.**

The order in which each environmental review process is satisfied is not a requirement of CEQA, NEPA, or TRPA. At this time it is anticipated that the Forest Service will issue a Record of Decision on the Final EIR/EIS/EIS for the Intermodal Transit Center, the TRPA will follow, and then Placer County will issue their decision to certify the document under CEQA. A separate special use permit would be required from the Forest Service for Placer County to construct and operate the Intermodal Transit Center.

44. Comments: Preclusion of a River Side Interpretive Center  
**The Intermodal Transit Center should incorporate the features of the transit center and the interpretive center so that visitors are exposed to the opportunity to understand transit in the Tahoe Basin.**

The details described are beyond the scope of the Intermodal Transit Center project and relate more to the Interpretive Center. There is certainly nothing at the transit center precluding the incorporation of transit use in the Tahoe Basin as an interpretive display. In fact, it will be helpful to demonstrate the connections and services available to points inside and outside the Tahoe Region via the use of transit. This would drive ridership further. The goal of providing education regarding alternatives to the private vehicle is consistent with the mission of TRPA and many other public and private entities.

**We emphasize that the loss of recreational land is both direct and indirect: direct by taking so much of the acreage for this facility and the parking that is planned as part of it; and indirect by restricting the flexibility of the Forest Service to place the Interpretive Center on the river side of the parcel.**

**We understand that the Intermodal Transit Center leaves open the possibility of the Interpretive Center project on the riverside. We anticipate supporting this because of that potential ability.**

**The League requests that the project proponent disclose to the public that the design of the preferred alternative does not preclude inclusion of an integrated Intermodal Transit Center/Interpretive Center in the future.**

Design Workshop, the consulting firm that developed the design for the Intermodal Transit Center, completed an analysis of the configuration of the Intermodal Transit Center, its associated parking and a potential river side Interpretive Center. They confirmed that the Intermodal Transit Center would not preclude the Interpretive Center being developed on the riverside, adjacent to the Intermodal Transit Center. The analysis performed by Design Workshop was completed in response to a similar comment made during the review of the Environmental Analysis for the Intermodal Transit Center.

**45. Comments: Serving the merchants of Tahoe City**

**You will be paving over a very special part of our communal heritage in order to serve the merchants of Tahoe City.**

**At the Governing Board meeting, I was shocked at the “pushing” of local business interests for the desired parking it would create on a parcel of sensitive “recreationally designated” land.**

**I do not support non-recreational add-ons in later EIS documents, i.e., 59 out of 130 new parking spaces to be reserved for Tahoe City employees (May 200 Draft EIR, Table 6-3, page 6-12) and Draft EIR Chapter 8 that proposes solving the Tahoe City Community Plan parking shortage in the commercial core by “Construct an intercept parking lot near Fanny Bridge. The Forest Service shall provide the land: (page 8-2). The flat free Forest Service land acquired for recreation purposes should not be used for parking to benefit businesses unable or unwilling to buy parking space on the commercial side of Fanny Bridge.**

**Are we cementing our earth to provide a parking lot to benefit Tahoe City merchants?**

**The one further global comment we would add at this point is to question the purpose and need as stated in paragraph 2. Honesty compels a recognition that the primary factor motivating this project in the political arena is the Tahoe City merchants’ seizure of this opportunity to acquire nearby off-site parking to serve their clientele and employees. It is one thing to justify loss of recreational land for the next generation of transit infrastructure (which remains questionable); but quite different to justify that loss to create a “park and shuttle” to serve mere commercial advantage.**

**It bewilders the mind to consider who other than the Tahoe City merchants and restaurant owners would even momentarily consider such proposal a valid**

one as it is in contempt of existing green belt recreational area and obviously will dramatically increase vehicular traffic and pedestrians over saturation of a critical area (the junction). Must we continue to destroy the characteristics of the parcel so that a few may line their pockets.

If your objective is to use the terminal as an extended parking area for the merchants of Tahoe City, I would suggest an alternative location such as the quarry on Highway 89 with much reduced parking.

We suggest that the revised draft EIS precisely sort out the two separate motivations for this project, because such a sorting out may lead to a conclusion that a more modest transit facility on the parcel could be justified, subject to the conditions outlined in our proposed settlement; while the Tahoe City parking could be placed elsewhere.

The Proposed Project is intended to support alternative modes of transportation among the variety of users of the site. This includes employees, potential business customers, sightseers, and all categories of visitors and residents. It is inevitable that many of the users of the Intermodal Transit Center will be interested in visiting the Tahoe City commercial core for its multitude of activities. That does not conflict with the purpose and need and in fact is one of the uses envisioned of the Intermodal Transit Center and associated parking. Overall, for all the potential users of the Intermodal Transit Center, its primary function supports not utilizing the automobile to add to further congestion in Tahoe City and getting to Tahoe City.

The *Tahoe City Community Plan* and accompanying Final EIR/EIS acknowledged that parking solutions to Tahoe City would require the use of alternative locations for parking rather than only locations in direct proximity to businesses. For these reasons, two community parking lots were identified, one being located at the 64-Acre Tract. The purpose of community parking at those locations is to support those potential visitors to Tahoe City, including business patrons, to avoid taking their vehicle through the commercial core of Tahoe City. The plan is that they can walk or take the Tahoe City shuttle to points of interest, recreation areas, eating and drinking establishments, and the various shopping opportunities there, or simply walk for pleasure. The proximity of the Intermodal Transit Center and associated parking serves a diversity of uses in the Tahoe City area. As recognized in the Tahoe City Community Plan planning process, users of the community parking lots would have car-free access to the multitude of activities in the Tahoe City area.

**How can you justify letting shoppers park on Forest Service recreational land, while prohibiting people wanting to do recreational endeavors. It would seem that if the Forest Service is going to provide parking, it should be for river and bike trail users, not shoppers.**

The project is intended to support all transit users. The decision to not expand river raft parking at this time is due to possible negative effects to the Truckee



River. Bicycle users and other recreationists are encouraged to utilize the Intermodal Transit Center facilities.

46. Comments: Construction impacts

**Mitigation 6-9 is very significant. During construction, traffic circulation and delays are expected to exceed the averages in the EIR. The EIR does not analyze the merit of constructing the Fanny Bridge widening before construction commences on the Intermodal Transit Center. I believe the sequence of construction is very important given the very statistics cited in the EIR.**

Mitigation 6-2 commits the operation of the Intermodal Transit Center as contingent on the Fanny Bridge widening project. There is no provision, as indicated by the comment, for the temporary impacts of construction of the Intermodal Transit Center to be postponed for the Fanny Bridge project. The extreme peak hour congestion analyzed in the Draft EIR/EIS/EIS considers Intermodal Transit Center operation. The impacts during construction are not considered as a significant impact as the construction will not be in progress during the peak weekend time period. The impacts of construction vehicle access are expected to be in the off-peak hour time frames. Therefore there is no provision for addressing construction related traffic impacts as it is not a significant impact. Construction can occur during, before, or after, the Fanny Bridge project however Intermodal Transit Center operation, as indicated by mitigation 6-2, will not occur prior to the commitment to the Fanny Bridge project.

**No provision or commentary is made in the EIR on the repair of damage to the Wye and surrounding roads because of the construction. This is a commonly recommended condition when heavy equipment is expected to damage the existing road. The provision and commentary should fix responsibility for repairs and a reasonable independent body to inspect the reconstruction.**

This is a standard requirement of Caltrans and of Placer County in contract language and will apply to the construction of this project.

47. Comments: Water quality impacts

**The Draft EIR/EIS/EIS fails to comprehensively analyze the extent of the potential water quality impacts. For example, groundwater testing has not been conducted to determine whether or not the construction of runoff basins would impact groundwater. Furthermore, a stormwater management system for the proposed project has not been designed, yet the fundamental design elements of the project that contribute to stormwater impacts (e.g., impervious coverage) are clearly identified. What are the reasons for deciding not to conduct groundwater tests or to design a stormwater management system during the formulation of the Draft EIR/EIS/EIS? The decision not to include such analysis is inconsistent with the procedural requirements of the National**

**Environmental Policy Act (NEPA). A comprehensive analysis of the potential water quality impacts should be included in the Final EIR/EIS/EIS.**

The Proposed Project has been designed at a conceptual level. The comment is correct that a detailed stormwater management system has not yet been completed. Nevertheless, the conceptual design completed to date was able to identify the maximum amount of impervious coverage and to identify and commit to specific design requirements. The Draft EIR/EIS/EIS, as presented in Chapter 3, identified the requirement for more detail design of water quality management measures to protect the environment. A comprehensive program for managing water quality will be developed and reviewed and approved by and comply with the requirements of the TRPA and the California Regional Water Quality Control Board, Lahontan Region (Regional Board), as well as Placer County and the Forest Service. This process will include an opportunity for public disclosure and review of the water quality management program. Through this review and approval process, the development and operation of the Proposed Project will have to comply with the applicable federal, State, and local requirements with respect to water quality.

The information presented in Chapter 12 with respect to mitigation has been amended to add a statement that ensures the measures are a condition of project approval. As with other projects approved by TRPA and the Regional Board, it is recognized that monitoring will be required after project approval to ensure that the measures developed to protect water quality are maintained and operated to meet the specified water quality requirements. If the monitoring demonstrates that the requirements are not being achieved, other measures will be required to ensure that the federal, State, and local water quality objectives are achieved.

**The Draft EIR/EIS/EIS discloses the Proposed Project will need to conform with the 23 water quality mitigation measures contained in the LOTS FEIS, however, a complete description of these measures are not included in the Draft EIR/EIS/EIS. The primary purpose of an EIR and EIS is disclosure; therefore the final document should include an appendix that lists the mitigation measures in detail.**

Appendix C has been added that presents the "Erosion Control and Water Quality" mitigation measures that are specified in the LOTS FEIS. As a review of the information presented in Appendix C will note, there were 25 erosion control and water quality mitigation measures that were identified, while the Draft EIR/EIS/EIS specified that only 23 are applicable to the Proposed Project. Mitigation measures (d) and (w) in the LOTS FEIS apply to activities in the shorezone of Lake Tahoe and are not considered applicable to the Proposed Project. Appendix C also contains information originally presented in Appendix D of the LOTS FEIS that provides additional input concerning the measures that are to be taken to protect water quality.



**The Draft EIR/EIS/EIS contains little quantitative information regarding the effectiveness of the mitigation measures. Rather, the measures are described in such terms as “pretreatment vaults shall be maintained as per manufacturer’s recommendation” as taken from Mitigation 12-1 (c). The mitigation measures may in fact adequately address the potential water-related impacts. The lack of quantitative information, however, does not provide the reader with sufficient data or information to accurately assess the efficiency of the proposed mitigation measures.**

Because only conceptual design of the proposed facilities has been completed, it is not possible to provide additional quantitative information concerning the effectiveness of mitigation measures to protect water quality. However, the mitigation measures that are specified, including the requirements for pretreatment vaults, are those that have been required and approved by TRPA and the Regional Board for other projects in the Lake Tahoe Basin. The stormwater management and drainage control plan that is required will be provided to TRPA, the Regional Board, Placer County, and the Forest Service for review. It will have to contain sufficient information to ensure that the specified measures comply with the standards established by those agencies and comply with federal, State, and local requirements. In addition, the project approval process undertaken by TRPA, Placer County, and the Regional Board includes public disclosure and review so that there is an opportunity for comment with respect to the effectiveness of the stormwater management and drainage control plan when it is developed.

**Potential Impact 12-5 discloses the possibility of incorporating excess treatment capacity into onsite runoff basins to facilitate the treatment of offsite stormwater runoff. There is no disclosure of the potential offsite stormwater sources. The Final EIR/EIS/EIS should disclose the potential sources contributing offsite stormwater.**

The potential offsite stormwater sources referenced include the portions of the SR 89 right-of-way adjacent to the Proposed Project and north of the site to Fanny Bridge. This runoff is currently collected in a system of pipes and ditches that discharge to the Truckee River immediately downstream of the bridge. Stormwater from the area east and north of the site, including the U.S. West Bank, and sites north of the site, including the Sierra Pacific Power Company are also collected in the same series of pipes and ditches and discharged to the river. This runoff receives little treatment prior to discharge. The purpose of the language with respect to Impact 12-5 was to encourage innovation and cooperation in the design of the stormwater management system for the Proposed Project. This is why it encouraged the possibility of designing the onsite stormwater management system to include the treatment of the offsite flows that are presently discharged to the Truckee River without treatment at the bridge.

**We have concerns regarding water quality and cumulative impacts.**



**We strongly recommend that cumulative impacts to water quality, aquatic resources, and groundwater be assessed in the light of the Council on Environmental Quality's guidance to federal agencies on this matter.**

The potential water quality impacts of the Proposed Project are identified in Chapter 12 and the potential cumulative impacts are presented in Chapter 19. The Proposed Project would result in additional areas of impervious coverage that would be the source of oil, grease, heavy metals, and other potential contaminants. The final design of the Proposed Project will have to include a comprehensive stormwater management program for collecting and treating these potential contaminants. The Proposed Project will also have to be approved by TRPA and the Regional Board and will have to demonstrate compliance with their requirements to ensure that there are no project-specific or cumulative impacts with respect to water quality.

Potential cumulative impacts could also occur with the development of the LOTS. However, that facility would have to comply with the requirements of TRPA and the Regional Board to ensure that there are no project-specific or cumulative water quality impacts that could not be mitigated.

**We recommend that the Final EIR/EIS/EIS and Record of Decision contain a clear commitment to implement methods and techniques capable of ensuring that applicable Water Quality Standards and beneficial uses are fully protected, including such water quality protection measures as may be specified by TRPA and Regional Board.**

**We recommend that the Final EIR/EIS/EIS clarify how oil, grease and heavy metals would be treated. Given the proximity of the Truckee River and groundwater resources, the final document should provide a more detailed analysis of whether infiltration is the most appropriate approach. We believe the Forest Service should analyze potential impacts to the streamside zone due to increased runoff and pollutant loading, especially since increased coverage from the parking lot would concentrate and increase the amount of runoff being discharged into streamside environments.**

Only conceptual designs of the Proposed Project have been completed. In recognition of this condition, the Draft EIR/EIS/EIS specified that a stormwater management and drainage control program will have to be developed and provided to TRPA and the Regional Board for review and acceptance prior to project approval. This review and approval process has been specified as a development requirement to ensure that adequate measures are incorporated in the final design of the Proposed Project to comply with federal, State, and local water quality requirements including applicable standards and specified beneficial uses. This review and approval process is also intended to ensure that the Proposed Project would not result in any cumulative impacts with respect to water quality.

The stormwater collection and management system will include methods acceptable to TRPA and the Regional Board for the treatment of any oil, grease, or heavy metals that would runoff areas of impervious coverage. This could include the use of pretreatment vaults, or other available technologies, acceptable to those agencies, to provide the necessary treatment. In addition to requiring the installation of the treatment facilities, there is a requirement that they be maintained in perpetuity to ensure that the water quality standards and beneficial uses are fully protected. In complying with the standards of TRPA and the Regional Board, any discharge points will have to comply with the requirements of those agencies to ensure that there is no increased sedimentation as a result of the Proposed Project and that there is no erosion or other impact in the streamside zone.

**On page 12-1, the Draft EIR/EIS/EIS indicates that there are no incised drainage channels on the site. It is unclear if this includes ephemeral drainages and/or natural swales. Are there any floodplains to intermittent or ephemeral drainages including natural swales on the project site? Please confirm the existence or non-existence of these channels in the final document.**

The natural drainage pattern of the site has been altered over the years through the various activities associated with historic land uses. There are several well-vegetated ditches and artificial drainages on the site of the Proposed Project that are attributed by the Forest Service to be remnants of the trailer park. The area is flat with no well-defined surface drainage channels. The site, as identified in the LOTS FEIS, is also not within the 100-year flood plain. If the final design of the Proposed Project includes an area where an intermittent or ephemeral drainage would be encountered, such areas would need to be avoided to comply with the requirements of TRPA and the Regional Board. This requirement has been added to the Final EIR/EIS/EIS with respect to the requirement for the stormwater management and drainage control program on page 3-6.

**According to the Draft EIR/EIS/EIS on page 12-7, the utilization of the South System would entail pumping from treatment vaults and/or runoff basins to deliver stormwater to the stream environment zone at the southern end of the 64-Acre Tract. The Regional Board staff requires that all stormwater from impervious surfaces generated by the 20-year, 1-hour storm at the site be infiltrated. Discharging from the pre-treatment facilities to surface water would not fulfill this requirement.**

**The Final EIR/EIS/EIS needs to clarify whether the South System contains facilities that would infiltrate the runoff from impervious surfaces generated by the 20-year, 1-hour storm for the South System drainage area plus the 64-Acre Tract. A detailed plan showing all stormwater management considerations including ditches, drop inlets, pretreatment vaults, stormwater basins, and location and detail of the South System should be included in the final document.**



**The Final EIR/EIS/EIS also needs to clarify if the South System discharges to Lake Tahoe or the Truckee River. If Lake Tahoe, discharges to the South System must comply with stormwater effluent limitations. All stormwater/urban runoff flows generated within the project site which are discharged to land treatment of infiltration systems, or surface water, shall not exceed the established limits for standard constituents.**

**The Final EIR/EIS/EIS should also include details of the pretreatment vaults and drop inlets regarding their ability to remove pollutants and how they will be maintained. Additionally, the stormwater basins should have a stabilized outflow. The document needs to address where discharges from the stormwater basins on the South System are directed. Any discharge or outflow should not cause erosion.**

The South System is a concept for managing water quality in the area to the south of the Proposed Project that is identified on page IV-26 of the *Tahoe City Community Plan* and shown on Figure 11 of that document. As set forth in the Community Plan, the South System is a naturally occurring system that “may be implemented as an additional treatment” option in the area to the south of the Proposed Project. However, because it is presented as a conceptual idea, there are no known designs for such a system and the potential discharge points are also unidentified.

It is understood that if designs were developed for the conceptual South System any discharges within the Lake Tahoe Basin would have to comply with the water quality requirements of TRPA and the Regional Board. If the designs were developed for the conceptual South System and the discharge points were proposed to be to the Truckee River, they would have to comply with the water quality requirements for the river. The discharges to the Truckee River from the South System, if it were developed, would have to meet the objectives set forth in Table 12-1 of the Draft EIR/EIS/EIS. Any development of the South System would also have to comply with the requirements of TRPA and the Regional Board, including those with respect to the infiltration of runoff from impervious surfaces.

The primary goal of the stormwater management system for the Proposed Project is to collect the runoff generated from the 20-year, 1-hour storm and to infiltrate it on site to comply with the requirements of TRPA and the Regional Board. The conceptual South System was included in the discussion of water quality impacts to provide additional options for protecting water quality.

**The Regional Board staff recommends a separation of five feet from the bottom of infiltration basins to seasonal high groundwater. Mitigation 12-2 states that an impermeable liner will be used if five feet of separation can not be met. Please clarify in the Final EIR/EIS/EIS how the stormwater in the lined basins would be infiltrated. Would this include pumping to the South System Area-Wide Drainage?**



**Please include detail in the Final EIR/EIS/EIS on the greatest amount of separation achievable for the stormwater basins. The document should consider various basin designs that maximize the separation between the basin bottom and seasonal high groundwater levels.**

**The Final EIR/EIS/EIS should also address the potential impacts associated with alternative stormwater treatment/disposal systems. Once the above referenced information is received, the Regional Board staff will evaluate the information and determine which stormwater treatment proposal is most effective. Please change the wording in Mitigation 12-2 to reflect this.**

**Page 12-8, Impact 12-2 states “since the site of the Intermodal Transit Center is outside the Lake Tahoe Basin, normal Regional Board requirements for a five-foot separation between the bottom of the basin and seasonally high groundwater do not apply”. As mentioned earlier, Regional Board staff is recommending a separation of five feet between the bottom of the basin and seasonally high groundwater. Please modify Page 12-8, Impact 12-2 to address Regional Board staff’s recommendation.**

**Please indicate in the Final EIR/EIS/EIS where the detention basins will be located, provide calculations that show how much stormwater runoff will be generated from all impervious surfaces at build-out, and demonstrate that Stormwater facility locations are large enough for the required stormwater facilities.**

Only a conceptual plan for the Proposed Project has been developed. As set forth in Mitigation 12-2, the Regional Board requirements with respect to installation of impermeable lines would occur if the high season groundwater is found to be within five feet of the bottom of any proposed basin. The last sentence on page 12-8 has been eliminated to prevent any confusion with respect to complying with the requirements of the Regional Board.

As stipulated in the Draft EIR/EIS/EIS, prior to project approval a stormwater management and drainage control plan for all site improvements would be developed and provided to the Regional Board for review and acceptance. Based on the amount of proposed impervious surface reported in the Draft EIR/EIS/EIS, approximately 117,500 square feet is proposed. This would require infiltrating approximately 6,815 cubic feet of runoff according to the stormwater computation requirements of the Regional Board.

According to TRPA and Regional Board policy, the priority would be to infiltrate runoff at its place of origin. If runoff basins are needed, they would have to be designed to comply with the applicable standards, including those related to maintaining groundwater separation. The desired option would be to use shallow basins that do not require the use of liners.

Depending on the level of the groundwater, however, it is possible that lined basins could be required. If lined basins are used, they would be designed to capture sediments. In addition, maintenance measures would have to be

provided for collecting and removing any accumulated sediments. If either unlined or lined basins are used, the basin design would have to conform to the standards of TRPA and the Regional Board and would have to be approved by those agencies.

Possible areas for locating runoff basins include the area between the proposed transit facility and the new parking lot or possibly the area where the existing River Access Road would be removed and replaced with the new Site Access Road.

**The Regional Board's Project Guidelines for Erosion Control in the Truckee River Hydrologic Unit should be incorporated into the project to prevent adverse effects on water quality and the existing storm drainage system during and after construction. When referencing BMPs required by the Regional Board, as on page 3-7, please include reference to the above mentioned.**

The information presented in the Draft EIR/EIS/EIS on page 3-7 with respect to BMPs has been expanded to incorporate the information presented in the comment. Appendix D has also been added to present information with respect to the "Truckee River Hydrologic Unit Project Guidelines for Erosion Control" as supplied by the Regional Board.

**If the Proposed Project site or any of its storm facilities discharge to Lake Tahoe or its tributaries, it will also need to comply with the Board's Project Guidelines for Erosion Control in the Lake Tahoe Hydrologic Unit. Page 3-7 should also include a reference to these guidelines if applicable.**

While only conceptual plans for the Proposed Project have been developed, because of the location of the facilities it is understood that the stormwater management improvements that would be developed would discharge to the Truckee River. It is also understood that any discharges to the Truckee River Basin would have to comply with the appropriate standards of the Regional Board as set forth in Table 12-1 of the Draft EIR/EIS/EIS.

**Regional Board staff anticipate that the project will be regulated under the National Pollutant Discharge Elimination System (NPDES) Stormwater Construction Permit Program.**

The information Chapter 12, Water Quality is revised for the Final EIR/EIS/EIS to indicate that a NPDES Stormwater Construction Permit will be required for the Proposed Project

**If portions of this project are subject to U.S. Army Corps of Engineer jurisdiction pursuant to section 404 of the Clean Water Act, the Regional Board may need to certify that the project is in compliance with state water quality standards and policies pursuant to Section 401 of the Clean Water Act. This would require submittal of additional information and fees to the Regional Board. Page 12-4 needs to be modified to reflect this potential permitting requirement.**



The conceptual design of the Proposed Project does not include any wetland areas that would require obtaining a Section 404 permit from the U.S. Army Corps of Engineers. When the final designs are complete, including the development of a stormwater management and erosion control plan, if any components of the Proposed Project would require obtaining a Section 404 permit then the appropriate information would also be submitted to the Regional Board with respect to a Section 401. Page 12-4 has been changed to reflect this clarification.

**It is imperative that this project does not produce an increase in sediment loading to the Truckee River. Any increased sediment loads to the Truckee River would be considered significant to the Regional Board staff.**

The final design for the stormwater management and erosion control program committed to as a development requirement in the Final EIR/EIS/EIS would be submitted to the Regional Board for review and approval to ensure that there would be no increase to sediment loads to the Truckee River.

**The Final EIR/EIS/EIS needs to address what mitigation measures will be implemented to prevent any increases in sediment load to the Truckee River.**

While only conceptual design of the Proposed Project has been completed, the final design for the stormwater management and erosion control program could include landscaping and other revegetation measures, erosion control measures, pretreatment vaults, detention basins, and other controls to ensure that there is no increase in sediment loads to the Truckee River and to comply with the requirements of the Regional Board.

**The Final EIR/EIS/EIS needs to address what mitigation measures will be implemented to prevent any increases in nutrient load to Lake Tahoe, provided the Proposed Project has a discharge to Lake Tahoe or its tributaries.**

As currently planned, the runoff from the Proposed Project would be collected and managed on site. If any treated runoff were discharged it would not be to Lake Tahoe but to the Truckee River Basin. Any runoff discharged would have to meet the requirements for discharges to the Truckee River Basin. Prior to approval of the Proposed Project a stormwater management and erosion control plan would have to be submitted and approved by TRPA and the Regional Board.

48. Comments: Solid waste recycling and pollution prevention mechanisms  
**We have environmental concerns because there is no provision for solid waste recycling or integration of pollution prevention mechanisms in the project.**

The development requirements for the Proposed Project beginning on page 3-6 have been expanded for the Final EIR/EIS/EIS to include the development of a plan address the proper management of solid waste, including recycling, and the integration of pollution prevention mechanisms.



**We strongly recommend that the Forest Service, Placer County, and the TRPA include a strong recycling component in project construction and operation, e.g., using recovered materials in facility construction, reusing/recycling construction-related solid waste to the fullest extent practicable, and implementing an active recycling component for Intermodal Transit Center operations.**

Reuse and recycling would be encouraged, to the extent appropriate, as part of the new development requirement added to the information beginning on page 3-6.

**Section 6002 of the Federal Resource Conservation and Recovery Act (RCRA) and EPA regulations implementing RCRA Section 6002 may have implications for the proposal. RCRA Section 6002 requires that federal procuring agencies shall procure items composed of the highest percentage of recovered materials practicable, consistent with certain operational considerations.**

The Proposed Project would be developed and operated by Placer County. While the county is not directly required to comply with RCRA Section 6002, the additional development requirement with respect to solid waste has been added to encourage the procurement of items composed of the highest percentage of recoverable materials practicable consistent with the operational requirements of the Proposed Project.

**Appropriate recycling commitments should be reflected in the Final EIR/EIS/EIS and the NEPA Record of Decision.**

The additional development requirement with respect to solid waste management and the use of recycled materials that has been added to the information beginning on page 3-6 could be cited as part of the Record of Decision.

**The Council on Environmental Quality encourages federal agencies to incorporate pollution prevention techniques into both NEPA planning and NEPA decisions. The Draft EIR/EIS/EIS also does not reflect Executive Order 13101, "Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition," signed by the President in 1998. Appropriate pollution prevention commitments for the Intermodal Transit Center construction and operation should be in the Final EIR/EIS/EIS and Record of Decision.**

Placer County would develop the Proposed Project. The county would also be responsible for operating the transit facilities. The development requirements that are presented beginning on page 3-6 have been expanded to encourage the incorporation of pollution prevention and other techniques that would comply with the cited Executive Order.

49. **Comments: Editorial and technical modifications suggested Mitigation 9-1 under the proposed project and 9-4 under the Alternative Site Design required the expansion of the crossing guard program. Since the**

writing of the EIR/EIS, the Placer County Sheriff's Department discontinued the program. The future of the traffic control program has not been resolved yet. Therefore, the word "Expand" should be changed to "Implement". The program should be referred to as the "traffic control program" rather than a "crossing guard" program. Implementing the traffic control program at Fanny Bridge would accommodate the added pedestrians going to Tahoe City. If the Lake of the Sky is implemented on the lake side of Highway 89, an expanded program will be needed with funding participation from the Forest Service.

The text of mitigation 9-1 and mitigation 9-4 have been modified to reflect the situation described in the comment.

**We ask that the comments made orally at the meetings, together with the written submissions already made, be incorporated as part of the property owners' final comments.**

The comments made during the TRPA Advisory Planning Commission and TRPA Governing Board have been included and responded to in the comments and responses.

**There is no indication of Forest Service involvement in EIS preparation, review or oversight. This should be clarified in the Final EIR/EIS/EIS, specifically, the level of Forest Service involvement in preparing the Draft EIR/EIS/EIS and Forest Service personnel involved in the document's preparation.**

The Forest Service has been heavily involved with the preparation of the EIR/EIS/EIS. As part of that process, they issued a Notice of Intent for the preparation of the Draft EIR/EIS/EIS. The Forest Service staff involved in the working group from the Forest Service are listed in Chapter 20. The document was prepared by Balloffet and Associates, Inc., with the consultation of the Forest Service staff during preparation. In addition, the Forest Service has assisted with the preparation of the Final EIR/EIS/EIS.

**Figures 6-2 there are no volumes shown on the north leg of the SR 89/28 intersection.**

This was an error on that page. The revised values are 23 for the westbound right turn, 51 for southbound and 62 for the eastbound left turn. A revised figure 6-2 is included in the Final EIR/EIS/EIS.

**A southbound right turn lane to the river/transit access road is listed as a project feature on page 3-1. However, it is not shown in Figures 3-1 and 3-2.**

Upon reflection of the comment, the description of that project feature on page 3-1 is not correct. The text has been changed for the Final EIR/EIS/EIS and there is no southbound right turn lane. Figures 3-1 and 3-2 are correct.

**Page 19-9, there is a discussion of pedestrian crossing options for the Interpretive Center facility. Providing a median refuge area for the pedestrians**

**should be included as an alternative. This would be useful for times when the facility is open, but the use of traffic control officers is not necessary. The median refuge would have to be removed during the snow removal season.**

Page 19-9 has been modified in the final text to indicate that a seasonal median pedestrian refuge should be considered when the Interpretive Center is implemented.

**Median pedestrian refuges are not possible at Fanny Bridge at this time, and they are not currently planned as part of the proposed bridge widening. Additional bridge width would be required to provide this median width. A median pedestrian refuge may be considered when the Interpretive Center facility is constructed, for the proposed pedestrian crossing in that area.**

The median pedestrian refuge is identified for the final text of page 19-9, which would occur after the widening of Fanny Bridge.

**On page 9-5 and 9-6, refuge islands for pedestrians are discussed. It is stated that the presence of pedestrians on the islands could create traffic congestion. This is not likely. Pedestrians in a median refuge area would be watching on-coming traffic to find a gap.**

The text on page 9-5 and 9-6 refers to the concern drivers may feel of having pedestrians in close proximity to moving traffic, as with today's Fanny Bridge situation, to moving traffic. The Fanny Bridge situation today concerns the slowing down of vehicular traffic to make crossing the bridge in the travel lane safer for pedestrians because there is little separation. The refuge islands would introduce that situation again where drivers may feel apprehension at the proximity to pedestrians and slow down thus impacting traffic flow behind them. In this manner, the text indicated congestion could be expected were refuge islands to be installed. It is also likely, as indicated by the comment, that pedestrians would be searching for the next gap in the oncoming traffic and would time their crossing so as to not create much additional slowing of traffic.

**Mitigation 9-1, Caltrans recommends as a condition of approval the expansion of the crossing guard program and development of a pedestrian warning system to accommodate pedestrians generated by the Proposed Project.**

Mitigation 9-1 includes the development of a pedestrian warning system as a potentiality. The text has been revised to indicate that the warning system is part of the mitigation measure.

**The actuated pedestrian flasher system that is discussed starting on page 9-4 should not be considered a mitigation measure for the additional pedestrian crossing demand at Fanny Bridge. The signalized intersection at the "Y" is only 250 feet away from the existing crosswalk at the north end of the bridge, and the separated right turn movement to State Route 89 southbound occurs within 400 feet of both crosswalks at the bridge. This would not provide sufficient visibility of warning devices for southbound vehicles in this area.**



The Fanny Bridge location does not meet the criteria for minimum visibility distance, or minimum distance to another crosswalk. The use of a pedestrian flasher system is not considered as an element of mitigation for impact 9-1.

**In at least two locations throughout the Draft EIR/EIS (page S-1, 1-1), the document states the following: “Based on this document, Placer County will require approval of conditional use permits by the Planning Commission for the construction and operation of the Proposed Project.” Placer County cannot “require” the Proposed Project to obtain a Conditional Use Permit because the Forest Service is the landowner. If the Proposed Project proponent is requesting to go through the Placer County Conditional Use Permit process, then the statement should be revised to reflect the proponent’s request.**

The two statements found on page S-1 and on page 1-1 are revised in the final text to indicate that Placer County, the project proponent, will require a Placer County Conditional Use Permit.

**If the project proponent is requesting to go through the Placer County Conditional Use Permit process, the mitigation measures should be written in the form of conditions of approval. All the mitigations should explain how and when the mitigation would be accomplished. Consider Item 5 and 6 as an example of a mitigation written in a form of a condition of approval (samples submitted with comment letter).**

When Placer County, the project applicant, goes through the Conditional Use Permit process, they will be required to incorporate the mitigation measures in the form of conditions of approval. A mitigation monitoring plan will be required in accordance with CEQA. The mitigations as identified in the Draft EIR/EIS/EIS will be incorporated as conditions when the Conditional Use Permit is processed by Placer County.

**Impact 11-2 regarding grading and soil disturbance should be considered a significant impact without mitigations (an example was included that would reduce the impacts to a less than significant or not significant level and were indicated that they should be included in the document).**

The inclusion of the development requirements in Chapter 3 addresses a grading and soil disturbance plan. Construction is a temporary disturbance and with the application of the standard BMP requirements in the Tahoe Basin and pursuant to Placer County requirements with respect to grading and temporary soil disturbance the impact would be less than significant. The Chapter 3 Development Requirements address this situation and are part of the project description.

**Impact 11-3 regarding seismic activity should be considered a significant impact without mitigations. The following (submitted as an attachment to the comment) would reduce the impact to a less than significant level and should be included in the document.**

The standards of significance for the impact are not met. However, based on the comment, a requirement that the building be designed to conform to the Uniform Building Code must be met. To address this, the development requirements of Chapter 3 have been modified for the Final EIR/EIS/EIS to indicate that a Building Permit from the Placer County Building Department will be required prior to the construction of any structures at the site.

**The mitigation for Impacts 8-1, 14-1,2 and 16-2 states “The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services.” The parking management program is currently under discussion and the Department of Public Works is not necessarily the entity that will run the program. The mitigation should be revised to reflect that no individual agency has committed to the responsibility for the parking management program.**

The mitigations corresponding to impacts 8-1, 14-1, 14-2, and 16-2 have been modified for the Final EIR/EIS/EIS to reflect Placer County’s means of addressing the impact. In short, a Placer County ordinance will be developed that prohibits parking of raft users in the Intermodal Transit Center parking area. The enforcement of that ordinance will be the responsibility of the Placer County Sheriff’s department.

**The comments on the Proposed Project would be similar or identical for the Proposed Alternative impacts as well.**

Comment noted.

**The level of service “D” in Table 6-1 ranges from 34.2 to 35.2 seconds. According to the Highway Capacity Manual: Third Edition Updated 1994, Table 10-3, the average total delay for LOS “E” is between 30 and 45 seconds. Please revise this table and all analysis based on this incorrect LOS.**

Tables 6-1, 19-3, 19-5, and 19-8 have all been revised in the Final EIR/EIS/EIS to reflect the correction identified by the commenter. The analysis is accurate and the reporting of the “D” in the tables has been revised to “E”.

**On page 6-7, the last sentence on this page states that the intersection capacity worksheets are in Appendix D. These worksheets are missing. Please revise this sentence or provide them as part of Appendix D.**

The detailed work sheets were not included in Appendix D of the Draft EIR/EIS/EIS and were on file with Placer County and the TRPA. The text has been revised for the Final EIR/EIS/EIS.

**Page S-11, this lot should be sized to accommodate all of the pedestrian and bicycling demand, in addition to the transit demand. Vehicles other than those going to Tahoe City may be parking at this lot.**

**In Table 8-1, there are no parking spaces identified for people that plan to walk or ride a bike from the lot to Tahoe City.**

Based on the estimates of parking lot use provided in Chapter 8 and most specifically on page 8-1, the parking lot should have adequate capacity to serve the variety of users anticipated at the facility. Those people who may walk or ride their bicycle are not expressly included in the calculation of parking lot size. Instead, the pedestrian component of Table 8-1 is expected to be some of the Tahoe City Shuttle Parking users. These would be users who choose not to take advantage of the shuttle. It is expected that there will be numerous people who will opt for the possibility of walking to the site. Trail users and bicyclists are not a portion of the users included in the potential parking calculations. Since the parking is designed for peak times, it is expected that most user categories would be served most of the time. The parking user estimates are reflective of the anticipated peak conditions but actual use patterns may vary. There may be some user categories that, at times, will be underserved. This, however, is a deliberate choice of the project planners to not necessarily oversize the parking lot. The option of adding more parking area would not be precluded in the future should a need be demonstrated.

**The EPA is concerned with the wording, which seems to imply that a non-Federal entity (county) made a decision as to the level of NEPA compliance (EIS vs. EA) required of the lead Federal agency. The statement noted on page 20-2 should be clarified in the FEIS/R.**

The Forest Service, along with TRPA, concurred that an EIS would be required with Placer County's decision to require an EIR. The Forest Service made the decision to require an EIS. In addition, they prepared a Notice of Intent for the Draft EIR/EIS/EIS.

**The Alternative Site Design would create a "transit vehicle only" access directly across from the Tavern Shores access. There is also a bank driveway just north of this location, and there is a curve to the left for northbound vehicles. The curve would make it more difficult for full sized buses to merge to their right. All of these factors make it unlikely that any transit vehicles would be able to use the TWLTL as a refuge for left turns onto the highway.**

While Table 6-10 shows that analysis of the individual intersection indicates that provision of a TWLTL would significantly reduce delay from existing levels, in actuality the conflicts associated with the presence of the bank access drive immediately to the north and the curve of the state highway at this point would make it infeasible for bus drivers to consistently use this lane to make left-turns from the project site. Westbound left-turn delay would therefore remain unacceptable as suggested by the comment for the Alternative Site Design.

**Page 3-4 there is a discussion about a drop-off area along State Route 89. Due to the proximity of the transit center to the highway, it is likely that some drop-offs would occur along the highway, regardless of the width of the**



**shoulder and the potential presence of “No Stopping” signs. Constructing at least an 8-foot wide paved shoulder along the west side of the highway, in the area near the station, would minimize blockage of the through lane. A wider shoulder would be necessary if this area is going to be used by transit vehicles.**

The area described would not be used by transit vehicles but rather for shuttle vehicles, such as airport shuttles, and taxicabs. No regularly scheduled transit service is to use the area described.

**The FEIS/R should clarify why project construction and operation on Federal land requires county permits.**

Placer County will be operating under a special use permit for the construction and operation of the Intermodal Transit Center. With this role, Placer County will be required to ensure that county permits are obtained pursuant to the applicable requirements of Placer County in the comment. It is intended that transit vehicles use the Intermodal Transit Center.

50. Comments: Impacts to Truckee River by raft use

**I remember reading in the 1988 64 Acre EIR that a recreation management plan was forthcoming. Why didn't we get one? It seems that we have a cart before the horse situation here with the transportation center being built before the plan.**

The planning for the Intermodal Transit Center is not precluded on waiting for development of a recreation management plan for the Truckee River. The CRMP has been discussing those issues. The parking management mitigation, as revised for the Final EIR/EIS/EIS, is designed to address potential impacts to the Truckee River corridor from the Intermodal Transit Center operation and use. The Forest Service recently provided a river recreation expert to examine the impacts of recreation to the corridor. Management suggestions were provided in a memorandum outlining several management steps that could be taken to improve a river corridor that was in relatively good condition given the uses levels. This is separate from the mitigations necessary for this project's potential impacts to the Truckee River corridor. The CRMP is expected to discuss the issues raised by the Region Five Forest Service Regional River Recreation Specialist, Sue Norman.

**In Chapter 8.2 a statement is made that “there is no documentation that additional parking would increase recreation.” When the Payless Parking site was eliminated, there was a dramatic decrease in private rafting (author's citation and Placer Raft Monitor Counts 1997-2000). It was frequently discussed at the CRMP Recreation Committee meetings that parking management or lack of parking was the only way to control private raft numbers.**

The comment includes citations regarding the loss of parking for rafting. The quote from the Draft EIR/EIS/EIS regards the addition of parking. While the cause and effect relationships may follow the same logic as suggested by the comment,

there is no documentation regarding the increased effect of parking, as stated in Chapter 8. To address the potential for this to be true, the mitigations with respect to parking management in Chapter 8, 14, and 16 for the Final EIR/EIS/EIS have been included to reduce the potential impact to less than significant.

**The primary funding sources to operate such a parking management program are not assured to be available to Placer County in future years. Placer County Department of Public Works cannot fund this parking management program and can't commit to the program used as mitigation in the Draft EIR/EIS. We suggest as a mitigation measure signage that prohibits the use of the parking lot for rafting purposes to deter rafters from using the lot. An ordinance, which prohibits the use of the lot by rafters, could be adopted giving the Forest Service or the Sheriff's Department the authority to issue citations to violators.**

The text for mitigation measures 8-1, 14-1, and 16-1 has been revised to accurately Placer County Department of Public Work's comment. Instead of the mitigation described in the Draft EIR/EIS/EIS an ordinance will be passed by Placer County preventing the parking of intended rafting users at the Intermodal Transit Center parking area. Enforcement of this would be undertaken by the Placer County Sheriffs Department or Forest Service.

**The existing river access lot should be managed to control the number of river users.**

**After a discussion of the recent history and use of the existing parking situation with the raft/trail parking area which is overly impacted, it is important for mitigation 8-1 to include the need to limit recreational parking to the originally intended 56 paved spaces and not allow parking along the shoulder of the river access road or in the woods.**

The application of BMPs will require that all areas being used for parking on unpaved surfaces be removed, revegetated and protected from further indiscriminate parking. This will restore the parking to the originally intended paved spaces. The other option, however, is that the Forest Service utilize coverage to pave and stabilize the areas provided there is sufficient coverage (which there would be). This action would reverse the intended use of the parking area to limit rafting capacity by its current design capacity. Unless the Forest Service revisits the capacity issue, the likely response to the indiscriminate parking would be to restore and barricade the area from further parking.

**The Truckee River CRMP river management plan that would have included a determination of carrying capacity was not funded and is incomplete. I question the standards of significance in Chapter 14. It seems as though Forest Service Prescription 5 contradicts TRPA Goal #1 and also the Forest Service own Practice 7. Mitigation 14-2 does not indicate if commercial raft customers would be able to use the intermodal lot if commercial raft parking in town was full and they did not wish to drive to remote parking lots near River Ranch.**



The parking at the Intermodal Transit Center is for transit and intermodal use. The commercial rafting customers would not be prohibited from using the parking area. This would not however lead to any potential increase in commercial rafting as they are limited by their operational permits. If, however, the commercial rafting companies are encouraging customers to utilize that parking area Placer County may work with the commercial rafting companies to prevent the area from becoming a de facto offsite commercial rafting parking lot.

51. Comments: Impacts to fisheries and wildlife

**Impact 16-1 should include mention of the potential to affect the Lahontan Cutthroat Trout reintroduction effort by the U.S. Fish and Wildlife Service.**

The parking management mitigation (mitigation 8-1, 14-1, and 16-1) as revised for the Final EIR/EIS/EIS would reduce the potential impact of additional persons that could potentially impact efforts to reintroduce the Lahontan Cutthroat Trout to the Upper Truckee River. The U.S. Fish and Wildlife Service had an opportunity to comment on the Draft EIR/EIS/EIS and provided no comments regarding any potential concerns. The operations of the Intermodal Transit Center have very little potential to affect any aspects of fish populations existing or re-introduced into the Truckee River.

**Pine martens have been spotted in different locations near 64-Acres and an *Apoldontia rufa*, (mountain beaver) was observed directly across the river from 64-Acres after the 1997 flood.**

No surveys by the Forest Service indicate that these species would be impacted by the development of this project as it will be built in a location away from potential habitat areas of these two species. The existing river uses would more than dominate any potential impacts the Intermodal Transit Center could have on these species.

**The Draft EIR/EIS/EIS fails to convince the public that the proposed mitigation for the potential impacts to biological resources is adequate.**

The comment concludes a matter for which there is no documentation. In other similar situations, such as in private business lots, no parking signs enforced by ordinance are commonly applied to enforce parking requirements. It is unclear based on the comment where a similar application to the potential biological impact would be inappropriate as a mitigation. The potential impacts being considered are potential and indirect. It is the intention of the mitigation to address an impact that is only anticipated. The location of the Intermodal Transit Center is situated away from the Truckee River, making the hauling of rafts undesirable in the first place. With the revised mitigation, any potentially significant impact is expected to be mitigated to less than significant.

**The proposed parking management mitigation is essentially a quick-fix silver bullet strategy, which has no evidence that it will actually work. If in fact the mitigation is effective the FEIS must disclose examples of similar real world scenarios where the mitigation has proven to be effective.**



The best real world example is businesses that post no-parking signs other than for their customers. These signs cite city or county ordinances that pertain to a very similar situation with respect to the potential raft use of the Intermodal Transit Center. Placer County will adopt and enforce a similar ordinance to address the potential impacts of biological harm to the Truckee River by increased raft usage.

**The Draft EIR/EIS/EIS fails to disclose the source(s) to fund the parking control program. What plan exists to ensure the long term (e.g., 20 years) funding of this program?**

The parking control program will not require an ongoing source of funding as modified for the Final EIR/EIS/EIS. Mitigations 8-1, 14-1, and 16-1 have been modified such that no additional fiscal burden will be required of Placer County to address the potential biological, parking, and recreation impacts of the Proposed Project.

**The Draft EIR/EIS/EIS fails to adequately consider the myriad of techniques available to mitigate potential impacts to biological resources. Examples are educational signage immediately adjacent to the Truckee River enlightening the public about appropriate land use needed to protect the fragile nature of riparian ecosystems; implementing restoration of existing impacts as a proactive step to protect biological resources.**

Signs at the raft launch site on the 64-Acre Tract provide such information at this time. Consistent with addressing the biological impact of the parking area of the Intermodal Transit Center, no additional access points are being created from the parking area to the Truckee River. The existing signage, as suggested by the comment, is placed in a manner immediately visible to the raft users allowed to utilize the existing parking area for rafting.

**The proposed season and daily operation of the parking control program is inadequate to successfully mitigate potential impacts. For example, in warm years river recreation starts weeks before June 30 and in every year daily use extends well past 3:00 pm.**

The parking management program revised for the Final EIR/EIS/EIS includes prohibitions that will be effective year-round.

**It is readily apparent with such lacking proposed mitigation that the mitigation measures for biological resources were not properly analyzed. The League requests that the project proponent reanalyze Chapter 16 in the FEIS.**

There are no identified direct impacts in Chapter 16. The mitigation, as modified for the Final EIR/EIS/EIS, for potential biological impacts to the river system is one mirroring numerous jurisdictions throughout the United States. Parking prohibitions with fines are a demonstrated means restricting parking. Placer County has the authority to pass the ordinance and enforce the parking restriction for rafters. There is already signage educating raft users at the site

about the ecologically sensitivity of the area. With the mitigation as revised for the Final EIR/EIS/EIS, there are not expected to be any additional rafters impacting the river or reviewing the education signage that is in place today. It is unclear what additional analysis should be undertaken to address the concerns of the comment.

**This center should not be located adjacent to environmentally sensitive fish spawning waters.**

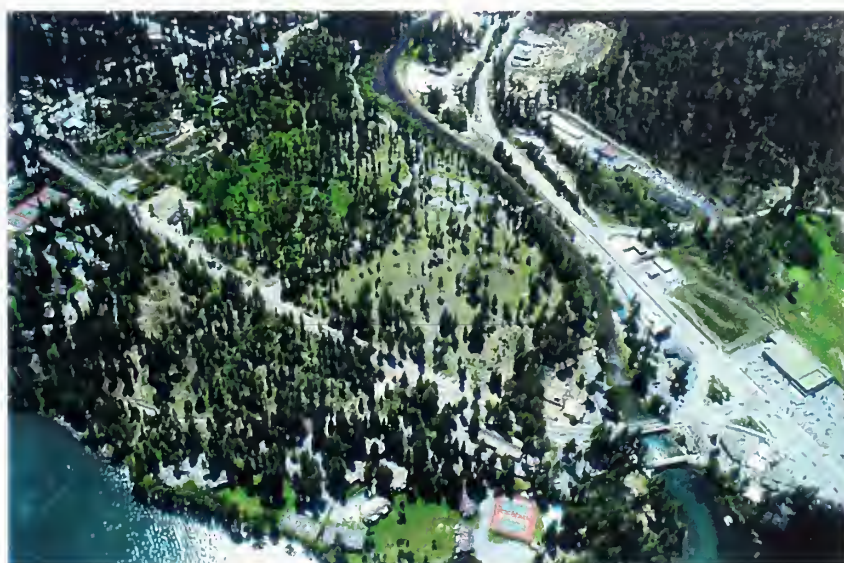
The Intermodal Transit Center is not being located immediately adjacent to the Truckee River riverbank. The conclusionary statement does not present an analysis or suggest why the Intermodal Transit Center shouldn't be located where it is proposed. There is no indication that environmentally sensitive fish spawning waters will be impacted by the construction and operation of a Intermodal Transit Center. The project mitigation to prohibit any more additional raft parking than currently exists would address any potential this project has to add rafters to the Truckee River.

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## CHAPTER 4

# Text Changes





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## Summary of Impacts and Mitigations Text Changes and Modifications

*The following underlined text is added to the second paragraph on page S-1 pursuant to a comment from a Placer County staff member:*

Based on this document, Placer County will require Placer County approval of conditional use permits by the Planning Commission for the construction and operation of the Proposed Project. In addition, the Forest Service will need to determine whether to issue a special use permit authorizing the Proposed Project. TRPA will also need to determine if the construction and operation of the Proposed Project meets the requirements of the Code of Ordinances and is consistent with the TRPA Regional Plan.

*The text in the Summary Table for Mitigation 5-3 reads "NS" and should be revised consistently with Chapter 5 to read "B".*

## Chapter 1 Introduction Text Changes and Modifications

*The following underlined text is added as the third paragraph on page 1-1 pursuant to a comment from a Placer County staff member:*

Based on this document, Placer County will require Placer County approval of conditional use permits by the Planning Commission for the construction and operation of the Proposed Project. In addition, the Forest Service will need to determine whether to issue a special use permit authorizing the proposed project. TRPA will also need to determine if the construction and operation of the proposed project meets the requirements of the Code of Ordinances and is consistent with the TRPA Regional Plan.

## Chapter 3 Description of the Proposed Project Text Changes and Modifications

*The following text is deleted in the second bullet on page 3-1 pursuant to a comment that the text is inconsistent with Figures 3-1 and 3-2:*

- The relocated intersection would be a standard two-lane roadway with left-turn pockets for northbound and southbound traffic on SR 89. ~~A southbound right turn pocket to accommodate inbound vehicles would also be provided and a right turn pocket would be provided for vehicles exiting the site.~~

*The following underlined text is added to the bullet paragraphs on pages 3-6 and 3-7 in response to comments received regarding development issues:*

- A stormwater management and drainage control plan for all site improvements would be developed and provided to TRPA, Placer County, the Forest Service, and the Regional Board for review and acceptance prior to project approval. The plan would demonstrate that floodplains or intermittent or ephemeral drainages, including natural swales, would be avoided to comply with the requirements of TRPA and the Regional Board.

The plan would include consideration of oversized pretreatment vaults to ensure adequate management of runoff. The plan could also consider using the stormwater system to manage runoff from adjoining areas that have little opportunity for onsite treatment with the concurrence of the Forest Service.

- The water quality and erosion control measures contained in the TRPA *Handbook of Best Management Practices* would guide the development. Best management practices (BMPs) to comply with the requirements of TRPA, and the Forest Service, and the ~~Regional Board~~ would be applied during all site grading and construction. In addition, the Regional Board's *Project Guidelines for Erosion Control in the Truckee River Hydrologic Unit* would be applied. All areas disturbed as a result of the past development as well as construction of the proposed project would be managed using BMPs acceptable to TRPA, the Forest Service, and the Regional Board.
- A site improvement plan would be developed detailing the landscaping, street furniture, and other features to be incorporated in the development. The site improvement plan would contain measures with respect to controlling pedestrian movement, collection and storage of trash, protection of vegetation, erection of signs to inform users of environmental protection requirements, and other features that would be included in the development program.
- A solid waste management plan for the construction and operation of all site improvements would be developed and provided to TRPA for review and acceptance prior to project approval. As appropriate, the solid waste management plan will incorporate those elements necessary to ensure that the management of solid waste complies with the requirements of Placer County and the California Integrated Waste Management Board. In addition, the solid waste management plan will incorporate, as appropriate, provisions for reuse and recycling to comply with the requirements of Section 6002 of the Federal Resource Conservation and Recovery Act (RCRA), the U.S. Environmental Protection Agency (EPA) regulations implementing RCRA Section 6002, and the requirements of Executive Order 13101 entitled "Greening the Government Through Waste Prevention, Recycling, and Federal Acquisition."
- Permits from Placer County with the mitigations and development requirements listed as conditional mitigation measures will be required for a Conditional Use Permit and Building Permit. A Special Use Permit from the Forest Service will be required for Placer County to construct and operate the Intermodal Transit Center. A permit from the Project Review Division of TRPA will be required that includes all the mitigation measures and development requirements pursuant to the Final EIR/EIS/EIS. Permits from the Regional Board will be required for the purposes of water quality control, stormwater management, and water quality treatment. A NPDES permit will also be required as administered by the Regional Board. When more specificity is gained from detailed construction drawings, each appropriate

permitting authority will be required to review the final construction drawings and mitigations according to the Final EIR/EIS/EIS and pursuant to the applicable regulations of each authority.

## Chapter 4 Alternatives Text Changes and Modifications

*The following underlined text is added as a second paragraph in the analysis section of the*

*Remove or Redesign the LOTS Project discussion on page 4-2*

Importantly, the Interpretive Center and the Intermodal Transit Center are two independent projects, not two elements of a single, larger project. Although the two projects complement each other, they are not interdependent. The Intermodal Transit Center, as proposed, can move forward without implementation of the Interpretive Center. Similarly, the Interpretive Center is not a consequence of the Intermodal Transit Center, but is the subject of a separate project decision. Finally, implementation of the Intermodal Transit Center as proposed would not preclude a future decision to proceed with the Interpretive Center on the river side of SR 89, subject to any necessary additional environmental review that might be required for such a decision.

## Chapter 5 Land Use Text Changes and Modifications

*The following crossed out text is deleted and underlined text is added to Impact 5-1 on page 5-5 and Impact 5-4 on page 5-7 in response to comments regarding land use conflicts:*

- Impact 5-1: The development of the traffic and transit improvements, parking lots, and other facilities associated with the Proposed Project could produce conflicts with ~~would produce no conflicts with~~ adjacent or on-site land uses. This potential impact is not considered to be significant.
- Impact 5-4: The development of the traffic and transit improvements, parking lots, and other facilities associated with the Alternative Site Design could produce conflicts with ~~would produce no conflicts with~~ adjacent or on-site land uses. This potential impact is not considered to be significant.

*The following underlined text change is added as a new paragraph just before Mitigation 5-1 on page 5-6 and Mitigation 5-4 on page 5-8 because of comments regarding land use conflicts:*

After the Forest Service took over the 64-Acre Tract in 1984, the mobile home park and other commercial uses were removed and site restoration measures were implemented. At present, the site of the Proposed Project contains no buildings or other development and it appears as open space with trees and other vegetation.

As a result of the Proposed Project, there would be a change in land use from the current condition. The addition of the Intermodal Transit Center and the parking facilities would add a new structure and would change the appearance of the site.



Buses would be introduced to the site and vehicles would gain access to the parking facilities resulting in additional people at the site.

The new uses could be the source of noise, light and glare, and trash. The Proposed Project would be visible from SR 89 and the adjacent properties, including Tavern Shores and the Tahoe Tavern condominium developments. Because the site has been unused since the previous development was removed, the change in use could be considered to be a conflict with the adjacent uses, however, such conflicts are reduced or eliminated based on Project design requirements and mitigation discussed in other Chapters. While it is acknowledged that there would be a change in land use from the existing conditions at the site, the Proposed Project is not inconsistent with the allowable uses of the site.

*The following underlined text additions are as an added fourth paragraph to the Environmental Setting found on page 5-1:*

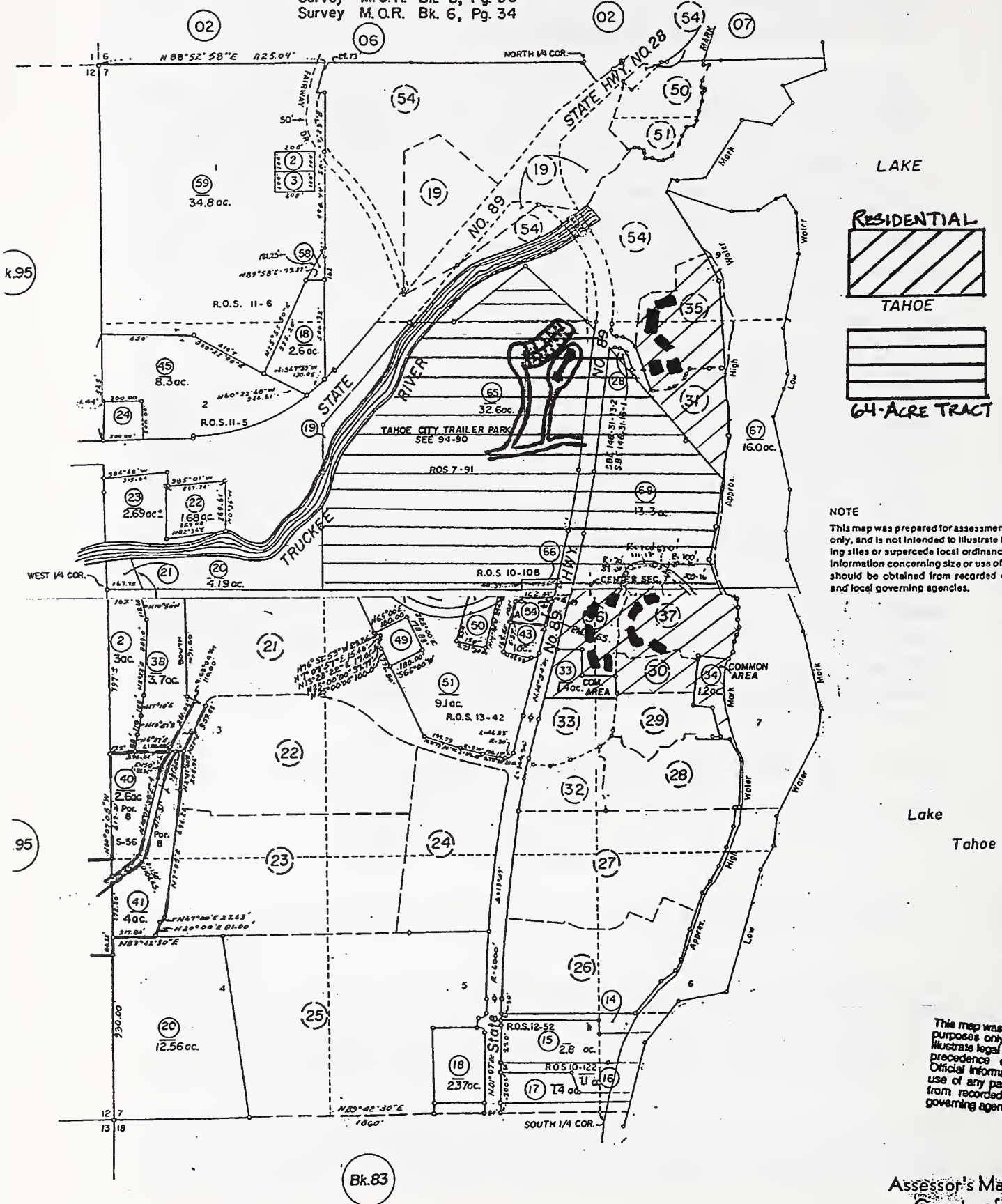
The proximity of adjacent uses is illustrated on Figure 5-1. The Tavern Shores contains approximately 56 separate condominium parcels and the Tahoe Tavern Property 50 separate condominium parcels based on the Assessors parcel maps. The adjacent residential uses and approximate location of the Intermodal Transit Center are also shown on Figure 5-1. SR 89 bisects the 64-Acre Tract. The eastern portion of the 64-Acre Tract is the portion of the parcel bordering the two condominium developments. The Intermodal Transit Center is not proposed on this portion. The closest residential uses, at the Tavern Shores, are approximately 220 feet from the northern end of the bus terminal and approximately 240 feet from the closest parking spaces associated with the Intermodal Transit Center. Trees on the 64-Acre Tract, river side and lake side portions of the parcel, and trees on the Tavern Shores property screen a large percentage of the view of either site from the other from many vantage points.

*Figure 5-1 (the following page) is added to replace page 5-10 which is blank:*

Survey M.O.R. Bk. 2, Pg. 71  
 Survey M.O.R. Bk. 1, Pg. 5  
 Survey M.O.R. Bk. 10, Pg. 108  
 Survey M.O.R. Bk. 5, Pg. 96  
 Survey M.O.R. Bk. 6, Pg. 34

Survey M.O.R. Bk. II, Pg. 6  
 Survey M.O.R. Bk. II, Pg. 5

Figure 5-1



## Chapter 6 Traffic Text Changes and Modifications

*The following underlined text is added to the second paragraph on page 6-1 as a clarification:*

- SR 89 to the north provides the most direct, all-weather road connecting the Tahoe area to Interstate 80 and the Sacramento and San Francisco Bay areas, and thus carries the greatest traffic volumes into the basin from California. It also provides access to Squaw Valley and Alpine Meadows. It is generally two lanes in width, with additional turn lanes at major intersections.

*The following underlined text is added to the last paragraph on page 6-1 as a clarification:*

The junction of the two state highways just to the north of the 64-Acre Tract, as previously introduced, is referred to as the Tahoe City Wye. This intersection is signalized, with a dual through lanes for traffic moving from Truckee, Squaw Valley, and Alpine Meadows to Tahoe City. There are also dual left-turn lanes for traffic moving from the west shore to Truckee and for the traffic moving from Tahoe City to the west shore. Other intersections along the state highways in the vicinity are controlled by stop signs on the side street approaches.

*The following underlined text is added to the last paragraph above the Traffic Volumes section on page 6-2 as a clarification:*

As a result of these factors, traffic congestion on a consistent basis does not occur on SR 89 south of the SR 28 intersection outside of the summer season.

*The following underlined text is added to the last paragraph on page 6-23 to address the Caltrans comments:*

"The TWLTL was devised to treat the special capacity and safety problems associated with high density strip development. In such areas, it expedites through traffic and facilitates access to the abutting properties. This type of facility works well where the speed on the arterial highway is relatively low (25 to 50 miles per hour) and there is no concentration of left turn traffic. It is most often used in urban fringe areas and on a major route passing through a small town or village."

A 14-foot wide TWLTL is preferable in areas where bus use can be expected.

*The following underlined text change is added to Mitigation 6-1 on page 6-25 and Mitigation 6-7 on page 6-28 to address Caltrans comments:*

Mitigation 6-1: Provide a 14-foot wide two-way left-turn lane along SR 89 through the Site Access Road intersection. This lane, and associated realignment of SR 89 through lanes shall be constructed to Caltrans design standards. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.



Mitigation 6-7: Provide a 14-foot wide two-way left-turn lane along SR 89 through the Site Access Road intersection. This lane, and associated realignment of SR 89 through lanes shall be constructed to Caltrans design standards. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.

*The following underlined text is added to the second to the last bulleted paragraph on page 6-25 as a clarification:*

- A water taxi service could be provided between Sunnyside and Tahoe City. Also in the NLTTA funding proposal is a subsidy for a small boat for 20 to 25 passengers providing “water taxi” service along the North and West Shores. If it is assumed that this would provide hourly service and is 50 percent full during the peak hour, it would carry roughly 12 passengers northbound from Sunnyside to Tahoe City. At an average vehicle occupancy of 2.5 persons per vehicle, this service would eliminate 5 northbound vehicles. This would not be enough to offset the impacts of the Proposed Project. Providing adequate water taxi service to offset 16 vehicle-trips does not appear to be feasible.

*The following crossed out text from the paragraph under Impact 6-8 on page 6-28 is replaced by the underlined text to address Caltrans comments:*

~~As shown in Table 6-10, provision of a TWLTL would significantly reduce delay from existing levels. As left turn lanes on SR 89 at this intersection are currently provided, mitigation of this impact would require simple re-striping of the proposed lanes.~~

While Table 6-10 shows that analysis of the individual intersection indicates that provision of a TWLTL would significantly reduce delay from existing levels, in actuality the conflicts associated with the presence of the bank access drive immediately to the north and the curve of the state highway at this point would make it infeasible for bus drivers to consistently use this lane to make left-turns from the project site. Westbound left-turn delay would therefore remain unacceptable.

*The following deleted text from the last paragraph on page 6-28 is replaced by the underlined text to address the Caltrans comments:*

Alternatively, adequate LOS could be provided at this intersection during peak free-flow traffic period through the provision of a TCO. The *Highway Capacity Software* analysis indicates that the presence of a TCO, which would serve the function of a traffic signal, would provide an adequate LOS of A. As the TWLTL would not adequately mitigate this impact ~~at no additional cost, beyond that associated with the turn lanes identified in the project description,~~ a TCO program is ~~not~~ necessary to mitigate this traffic impact.

*The following deleted text from Mitigation 6-8 on page 6-29 is replaced by the underlined text added to address Caltrans comments:*

Mitigation 6-8: Provide Traffic Control Officers to control the SR 89/Transit Access/Tavern Shore intersection between 8:00 AM and 6:00 PM from July 1 through Labor Day, except during periods of forced –flow northbound traffic conditions.~~a two way left turn lane along SR 89 through the Transit Access/Tavern Shores intersection, including elimination of the existing pavement left turn arrows to allow for exiting left turn use of the median lane. This lane, and associated realignment of SR 89 through lanes shall be constructed to Caltrans design standards. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

*The following deleted text found in the last paragraph on page 6-7 is removed as the intersection capacity worksheets were available at TRPA and Placer County during the comment period:*

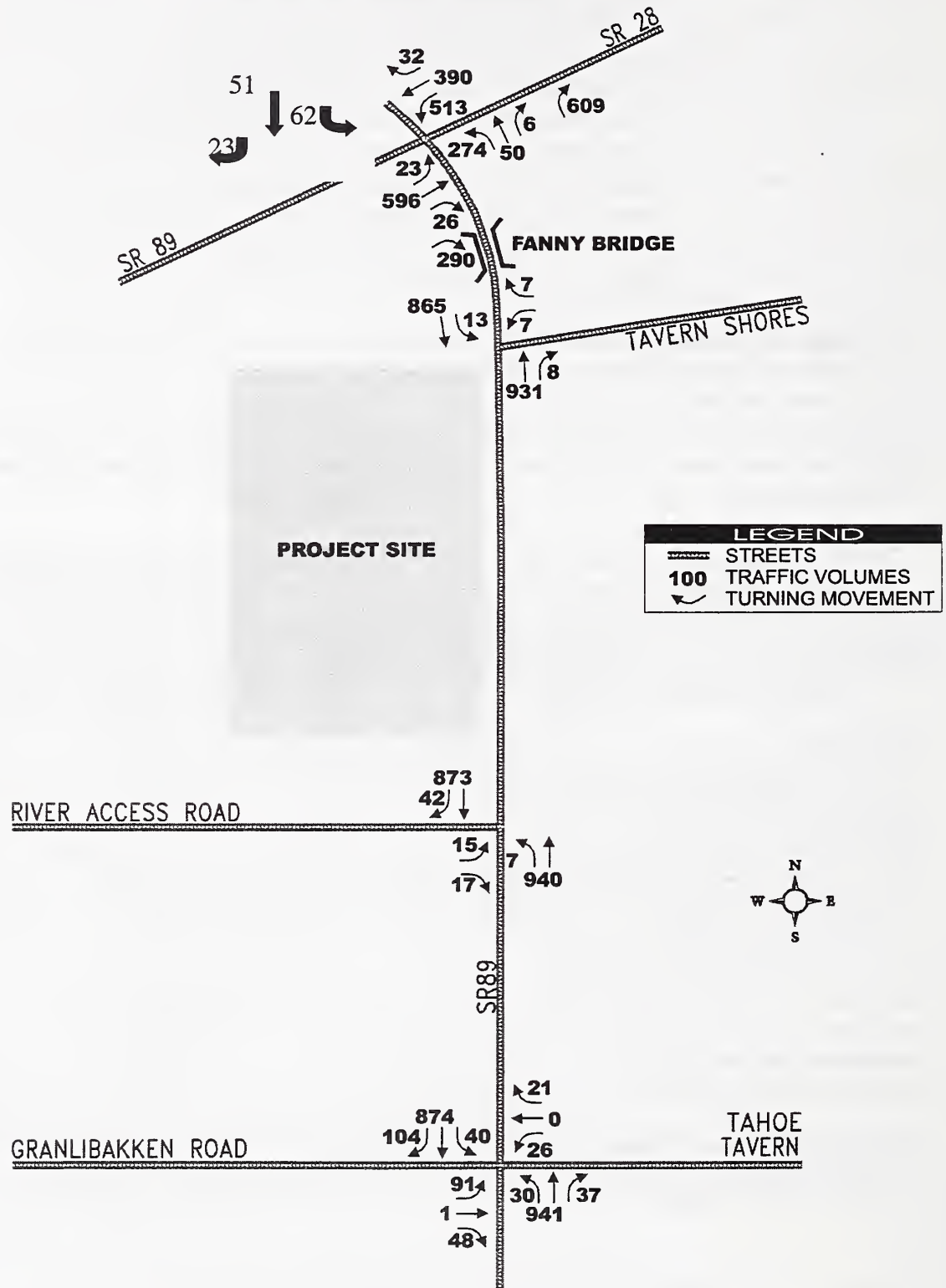
Summary tables of intersection LOS under the various alternatives analyzed are presented as Appendix D. ~~The intersection capacity worksheets are also presented in Appendix D.~~

*The following crossed out text found on page 6-8 is deleted and replaced and underlined with a LOS rating of "E" pursuant to a comment received that pointed out the error:*

<b>TABLE 6-1</b> <b>Intersection Capacity Analysis Summary</b> <b>Year 2000 Free-Flow Peak-Hour Condition</b>	
<b>Intersection and Turn Movements</b>	<b>Level of Service (Seconds of Delay) <sup>3</sup></b>
Tahoe City Wye <sup>1</sup>	C (23.0/0.64)
SR 89/Tavern Shores <sup>2</sup> Tavern Shores (Westbound) Left to SR 89 Southbound Left from SR 89	<del>D</del> E (34.2) A (10.0)
SR 89/River Access Road <sup>2</sup> River Access Road (Eastbound) Left to SR 89 River Access Road (Eastbound) Right to SR 89 Northbound Left from SR 89	<del>D</del> E (35.2) C (15.9) A (9.8)
SR 89/Granlibakken Road/Tahoe Tavern <sup>2</sup> Granlibakken (Eastbound) Left to SR 89 Granlibakken (Eastbound) Right to SR 89 Tahoe Tavern (Westbound) Left to SR 89 Northbound Left from SR 89 Southbound Left from SR 89	F (Exceeds 180) C (19.7) F (Exceeds 180) B (10.3) B (10.3)

*The following graphic change is added to the Figure 6-2 to represent the vehicle counts and turn movements from the north of the SR 28 and SR 89 intersection which were inadvertently left off:*

FIGURE 6-2. Year 2001 Background Free-Flow Peak-Hour Traffic Volumes



SOURCE: LSC TRANSPORTATION CONSULTANTS, INC.



## Chapter 7 Transit Text Changes and Modifications

The following deleted text from the first full paragraph on page 7-9 through Mitigation 7-6 is replaced by the underlined text to address Caltrans comments:

As discussed in Chapter 6, the SR 28/Site Access Road/Tahoe Tavern intersection is not forecast to carry the minimum side-street traffic volumes necessary to warrant traffic signalization. ~~To provide for adequate egress from the site during periods of free flow high volume conditions, a TWLTL should be provided at this intersection. Simple re-striping of the existing left turn lanes can provide this lane. As indicated in Table 6-9, with this lane average delay turning left from the site will be reduced to 21 seconds in 2001.~~

Alternatively, ~~a~~adequate LOS could be provided at this intersection during peak free-flow traffic period through the provision of a TCO. The *Highway Capacity Software* analysis indicates that the presence of a TCO, which would serve the function of a traffic signal, would provide an adequate LOS of A. As the TWLTL would adequately mitigate this impact at no additional cost, beyond that associated with the turn lanes identified in the project description, a TCO program is not necessary to mitigate this traffic impact.

Mitigation 7-6: Provide Traffic Control Officers to control the SR 89/Transit Access/Tavern Shore intersection between 8:00 AM and 6:00 PM from July 1 through Labor Day, except during periods of forced –flow northbound traffic conditions. a two-way left turn lane along SR 89 through the Site Access Road intersection. This lane, and associated realignment of SR 89 through lanes, shall be constructed to Caltrans design standards. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.

## Chapter 8 Parking Text Changes and Modifications

The following deleted text from Table 8-1 found on page 8-5 is removed:

TABLE 8-1 64-Acre Tract Intermodal Transit Center Peak Summer Hourly Parking Demand Analysis								
Potential Uses	7AM	8AM	9AM	10AM	11AM	Noon	1PM	2PM
Tahoe City Shuttle Parking: Employee	18	59	59	59	59	59	59	59
Tahoe City Shuttle Parking: Visitors	0	0	3	5	10	18	26	26
Cross-Lake Park-and-Ride: Commuters	8	10	10	10	10	10	10	10
Cross-Lake Park-and-Ride: Tourists	7	18	28	32	35	35	35	35
Net Park-and-Ride Spaces Needed	33	87	100	106	114	122	130	130

Potential Uses	3PM	4PM	5PM	6PM	7PM	8PM	9PM	PEAK
Tahoe City Shuttle Parking: Employee	59	59	47	35	24	0	0	59
Tahoe City Shuttle Parking: Visitors	26	23	20	16	8	0	0	26
Cross-Lake Park-and-Ride: Commuters	10	10	8	4	2	0	0	10
Cross-Lake Park-and-Ride: Tourists	35	28	21	18	14	14	7	35
Net Park-and-Ride Spaces Needed	130	120	96	73	48	14	7	130

Source: LSC Transportation Consultants, Inc.

*The following deleted and added underlined text for Mitigation 8-1 and Mitigation 8-3 respectively found beginning on pages 8-6 and 8-7 is removed and added pursuant to Placer County Public Works Department's comments suggesting revisions according to the mitigation commitment's they assume:*

Mitigation 8-1: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on site:

- ~~An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area.~~

~~Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~

- ~~• A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

Mitigation 8-3: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users



~~beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on site:~~

- ~~• An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~
- ~~• A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

## Chapter 9 Circulation Text Changes and Modifications

*The following deleted text from the second to last paragraph on page 9-5 should be removed and replaced with the underlined text as the new wording is consistent with the Caltrans comments:*

The Fanny Bridge location does not meet the criteria for minimum visibility distance, or minimum distance to another crosswalk. ~~meets all of these criteria, so long as the crosswalks on both sides of the bridge are operated as a single system.~~ One issue with regards to these types of installation in Tahoe City is their ability to withstand snowplowing. Several existing installations have been implemented in areas such as Reno, Nevada and Seattle, Washington that receive at least modest amounts of snow. In 1999, the manufacturer introduced a new model that is able to stand up to metal tipped blades.

*The following deleted and added underlined text found on page 9-6 and 9-7 of the Draft EIR/EIS/EIS is removed and added pursuant to a comment from Placer County Department of Public Works indicating that the crossing guard program has ceased and the program would have to be newly implemented:*

Mitigation 9-1: ~~Expand~~ Implement ~~the~~ a crossing guard program and potentially develop a pedestrian warning system to safely accommodate pedestrians generated by the Proposed Project. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.

Mitigation 9-4: ~~Expand~~ Implement ~~the~~ a crossing guard program and potentially develop a pedestrian warning system to safely accommodate pedestrians generated by the Proposed Project. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.

## Chapter 12 Water Quality Text Changes and Modifications

*The following deleted text found on page 12-8, last sentence and 12-11, last sentence before Mitigation 12-7 is removed pursuant to an indication by the Regional Board staff that the language should be stricken:*

~~Since the site of the Intermodal Transit Center is outside of the Lake Tahoe Basin, normal Regional Board requirements for a five foot separation between the bottom of the basin and seasonally high groundwater do not apply.~~

*The following added underlined text should be inserted to page 12-4, last paragraph pursuant to consultation with the Regional Board staff:*

Since the Proposed Project is part of site development activities on the 64-Acre Tract, the landowner would have to comply with the requirements of the statewide Construction NPDES Stormwater permit program. After consultation with the Regional Board staff it is determined that a NPDES Stormwater Construction Permit will be required for the proposed project. Construction projects that result, either individually or cumulatively, as a phased project or multiple projects on the same parcel are regulated under this permit program. The intent is to ensure that a

Stormwater Pollution Prevention Plan is prepared that implements BMPs to control nonpoint discharges related to ground disturbance. In this case, since the Forest Service is the landowner, such requirements may be waived due to the existing interagency agreement between the State Water Resources Control Board and the Forest Service.

## Chapter 14 Recreation Text Changes and Modifications

*The following crossed-out and added underlined text for Mitigation 14-1, 14-2 and Mitigation 14-4, 14-5 respectively found beginning on pages 14-4 and 14-7 is deleted and added pursuant to Placer County Public Works Department's comments suggesting revisions according to the mitigation commitment's they assume:*

Mitigation 14-1: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:

- ~~An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~



- ~~A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

Mitigation 14-2: ~~Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:~~

- ~~An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~
- ~~A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

Mitigation 14-4: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of

the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:

- ~~• An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~
- ~~• A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation~~



measure, this potential impact would be reduced to a level that is not significant.

Mitigation 14-5: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:

- ~~An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~
- ~~A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that~~

~~their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

*The following underlined text is added to Impact 14-3 on page 14-6 and the paragraph that follows and Impact 14-6 on page 14-9 and the paragraph that follows based on the comments received regarding recreation impacts:*

Impact 14-3:       The Proposed Project would result in changes with respect to passive recreation and to the uses of the existing trail systems. This potential impact is not considered to be significant.

The Proposed Project would convert an area that is open space to provide for the development of the Intermodal Transit Center and the parking facilities. The areas where the development would occur can currently be used for passive recreation. The new development would result in the conversion of approximately 2.5 acres at the site. However, the remainder of the 64-Acre Tract would be retained and could still be used for that purpose.

Impact 14-6:       The Alternative Site Design would result in changes with respect to passive recreation and to the uses of the existing trail systems. This potential impact is not considered to be significant.

The Proposed Project would convert an area that is open space to provide for the development of the Intermodal Transit Center and the parking facilities. The areas where the development would occur can currently be used for passive recreation. The new development would result in the conversion of approximately 2.5 acres at the site. However, the remainder of the 64-Acre Tract would be retained and could still be used for that purpose.

## Chapter 15 Visual Resources Text Changes and Modifications

*The following underlined text is added as two new bulleted paragraphs inserted before the existing bulleted paragraphs on page 15-5 and responds to visual impact concerns made in several comment letters:*

- Building mass. The introduction of a new building would result in the loss of the existing open space. The building has been sited to blend with the site and the existing vegetation. The conceptual design, as shown on Figure 3-4, has been developed to provide a facility that is harmonious with the site. The site will be landscaped and other features will be developed to provide a pleasant visual experience.
- Use conversion. An area that is open space would be converted to provide for the development of the Intermodal Transit Center and the parking facilities. The new development would result in the conversion of approximately 2.5 acres of open space at the site. However, the remainder of the 64-Acre Tract would be retained as open space.

## Chapter 16 Biological Resources Text Changes and Modifications

*The following deleted and added underlined text for Mitigation 16-1 and Mitigation 16-3 respectively found beginning on pages 16-3 and 16-4 is deleted and added pursuant to Placer County Public Works Department's comments suggesting revisions according to the mitigation commitment's they assume:*

Mitigation 16-1: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:

- ~~An attendant should staff a kiosk placed at the entrance to the~~



~~parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.~~

- ~~• A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.~~

~~Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation measure, this potential impact would be reduced to a level that is not significant.~~

Mitigation 16-3: Implement a parking management program for the site to address the combined needs of the Intermodal Transit Center, recreation users, and the community. Placer County shall cause an ordinance to be passed that restricts the parking of the 130 spaces as part of the Intermodal Transit Center to all uses except the parking of vehicles for the purposes of providing access to rafting. The parking restriction shall be enforced by the Placer County Sheriffs Department and the Forest Service. A substantial monetary penalty shall be assessed to violators of the ordinance. The ordinance shall specify how compliance

would be ensured. At a minimum, signage near the site access road and SR 89 intersection as well as the driveway entrance to the 130 space parking area shall be provided that posts the ordinance. In addition, positive signage shall be provided indicating that parking for rafting is limited to the existing raft/trail parking area. A parking control program shall be implemented during periods of peak activity by river users beginning their trip down the Truckee River between 9:00 AM to 3:00 PM from June 30 through Labor Day. During these hours, two staff persons should be on-site:

- An attendant should staff a kiosk placed at the entrance to the parking areas, north of the Site Access Road. The attendant would ask arriving drivers their purpose for parking in the area, and allow access to persons indicating their intention to take a transit bus or walk or bicycle to Tahoe City destinations. Persons indicating their intention to use watercraft on the river or to use the bike trail would be prohibited from use of the lot, and would be directed to other parking facilities in the area. Drivers with inner tubes or watercraft in or on their vehicle would be specifically warned that parking in the lots to access the river would result in ticketing and/or towing.
- A second staff person should enforce the prohibition on recreational parking. This person, empowered by the Placer County Sheriffs Department or the California Highway Patrol, would walk or bicycle through the area, and intercept people observed to be walking from the lot with watercraft, bicycles, or roller blades. People with watercraft or indicating that they are planning to use the bicycle trails should be informed that their car would be ticketed and towed, unless immediately moved out of the lots.

Signage should also be provided adjacent to the kiosk to explain the parking management program, parking limitations, and the cost of the tickets for violating the requirements. The parking management program would be the responsibility of the Placer County Department of Public Works, which could potentially contract for enforcement services. The parking management program could be funded from a variety of sources including the transient occupancy tax, other tax revenues such as could be provided by the NLTTA, or possibly by user fees. With the implementation of this mitigation

measure, this potential impact would be reduced to a level that is not significant.

## Chapter 17 Cultural Resources Text Changes and Modifications

*The following deleted text should be removed from Mitigation 17-1(b) found on page 17-4 and new underlined text as a new Mitigation 17-1(c) added following Mitigation 17-1(b) to respond to standard archaeological practices:*

Mitigation 17-1(b): A qualified archaeologist shall conduct a project-specific evaluation of the recorded cultural resources at the 64-Acre Tract prior to site disturbance for the construction of the Intermodal Transit Center and the parking lots. A copy of the resulting report shall be provided to the NCIC. ~~With the implementation of this mitigation measure, this potential significant impact would be reduced to a level that is not significant.~~

Mitigation 17-1(c): All individuals involved in the demolition, grading, and excavation activities would be required to participate in a cultural resources orientation carried out by a qualified archaeologist. The orientation would explain the nature and importance of cultural resources potentially present and set forth a procedure for treatment of the cultural resources, if any are found. An inspector, qualified to recognize items of cultural resource value, would be on-site to monitor the demolition and ground-disturbing activities. If items of cultural resource value are found, the inspector would determine if demolition or construction are to be halted and would be responsible for implementing the procedure for treatment of the cultural resources. With the implementation of this mitigation measure, this potential significant impact would be reduced to a level that is not significant.

## Chapter 19 Other Impacts Text Changes and Modifications

*The following text is added to the beginning of the cumulative impacts discussion on page 19-4 to clarify the scope of the analysis:*

For purposes of this cumulative impacts discussion, the Proposed Project was evaluated in conjunction with: (1) the LOTS project as described in the LOTS FEIS and Record of Decision; (2) the widening of Fanny Bridge for improved pedestrian circulation; and (3) build-out of the approved development of the Village at Squaw Creek project. These three projects are considered reasonably foreseeable and have the potential to create impacts related to those caused by the Proposed Project. The realignment of SR 89 by CalTrans is not considered in this cumulative impacts



discussion. CalTrans has not commenced planning or design work for the realignment project and does not have a proposed timeframe the project. Thus, the SR 89 realignment is not reasonably foreseeable at this time.

Throughout the following discussion, the LOTS and Fanny Bridge projects are discussed for each impact area where the projects would create impacts that are related to the impacts caused by the Proposed Project. The Village at Squaw Creek project is discussed only for its cumulative contribution to regional traffic impacts because it would not create related impacts in other resource areas due to its separation from Proposed project.

*The following revision is made to the discussion on page 19-4 to clarify cumulative land use impacts as related to Fanny Bridge widening:*

The development of the Proposed Project and the LOTS is consistent with the Tahoe City Community Plan and the Forest Service plans for the site. The Intermodal Transit Center was also included as a contemplated use in the LOTS FIES. The Fanny Bridge widening is also consistent with the goals of the 1992 Regional Transportation Plan.

*The following underlined text is added as the third bullet to the existing bullets on page 19-5 to clarify that the analysis assumed the existence of the Fanny Bridge widening by 2006:*

- The improved traffic flow impacts of the widening of Fanny Bridge were assumed to occur by 2006.

*The following added underlined text is inserted as a separate paragraph following the last paragraph on page 19-9 to respond to the pedestrian and recreational impacts of Fanny Bridge widening:*

The impacts of the Fanny Bridge widening project on pedestrian circulation and recreation are expected to be positive. The project is designed to improve the safety of pedestrians and bicyclists who utilize Fanny Bridge. The improvement in pedestrian safety will improve the recreational experience of the users of Fanny Bridge. Those who use Fanny Bridge to view fish would also have greater safety and comfort from roadway vehicle travel once the project is developed. Other than as identified later, there are no other anticipated positive or negative contributions, of the Fanny Bridge widening project in combination with the other probable uses cumulatively analyzed.

*The following text is added to page 19-11 to clarify the conclusion regarding cumulative water quality impacts:*

Overall, the Proposed Project, in combination with the LOTS and the Fanny Bridge widening, is not expected to contribute to cumulatively considerable water quality impacts due to the strict water quality performance standards applicable to projects in the Tahoe Basin.

*The following underlined text is inserted as a new paragraph to the top of page 19-11 to account for the water quality discussion of the Fanny Bridge widening project assumed to be developed by 2006:*

The widening of Fanny Bridge by 2006 will require similar treatment of the potential water quality impacts as discussed for the LOTS project. At this time, no specific BMPs for the widening of Fanny Bridge have been identified that are specific to the project because the project itself has not been through the environmental documentation process that the LOTS project has. Caltrans will have to ensure that the treatment of stormwater, of oil, grease, heavy metals, and nutrients associated with the Fanny Bridge widening project meet the standards of the Regional Board and the TRPA. Application of specific BMPs, both permanent and temporary during construction will be required to be identified prior to approval of the project, during construction, and after the project is completed.

*The following added underlined text should be inserted as a separate paragraph to be added following the third paragraph on page 19-11 to respond to the visual impacts of Fanny Bridge widening:*

The Proposed Project, the LOTS, and the Fanny Bridge widening would create perceptible visual changes. The mitigation measures provided in this document for the Proposed Project, the design requirements for the Proposed Project, as well as those mitigation measures applicable to the LOTS and those that would be applied in the future to the Fanny Bridge, are expected to ensure the visual changes are not cumulatively significant.

*The following added underlined text should be inserted as a separate paragraph to be added following the fifth paragraph on page 19-11 to respond to the biological impacts of Fanny Bridge widening:*

The biological impacts of the Fanny Bridge widening project and the mitigations to address those potential impacts would be required once they are specifically identified in the environmental documentation for the Fanny Bridge widening project. Caltrans would be required to develop the project so that any impacts to fisheries would be mitigated to a less than significant impact.

*The following underlined text should be inserted to page 19-9, the second to last paragraph pursuant to recommendations from Caltrans staff who indicated that a seasonal pedestrian median would be considered when the Interpretive Center is open but TCO's would not be necessary:*

A striped pedestrian crossing would need to be provided across SR 89 adjacent to the Site Access Road intersection once the LOTS is operational. It would also be necessary to provide two TCO's to control pedestrian crossing of SR 89 during all hours of active LOTS operations, from June 30 to Labor Day. In addition, a seasonal median pedestrian refuge and an in-pavement crosswalk flasher system would need to be considered when the Interpretive Center is implemented.

The following deleted text found in tables 19-3, 19-5, and 19-8 found respectively on pages 19-8, 19-15, and 19-8 is removed and replaced as underlined replacement text with a LOS rating of "E" pursuant to a comment received that pointed out the error:

<b>TABLE 19-3</b> <b>Intersection Capacity Analysis Summary with TWLTL</b> <b>Year 2006 Cumulative Condition with Proposed Project</b> <b>SR 89/Site Access Road/LOTS Access</b>	
<b>Turn Movements</b>	<b>Level of Service (Seconds of Delay)</b>
Site Access Road (Eastbound) Left and Through	F (50.9)
Site Access Road (Eastbound) Right onto SR 89	C (22.8)
LOTS Access Road (Westbound) Left to SR 89	<del>D</del> <u>E</u> (32.0)
Northbound Left from SR 89	B (11.2)
Southbound Left from SR 89	B (10.4)

<b>TABLE 19-5</b> <b>Intersection Capacity Analysis Summary with TWLTL</b> <b>Year 2006 Cumulative Condition with the Alternative Site Design</b> <b>SR 89/Site Access Road/LOTS Access</b>	
<b>Turn Movements</b>	<b>Level of Service (Seconds of Delay)</b>
Site Access Road (Eastbound) Left and Through	E (45.4)
Site Access Road (Eastbound) Right onto SR 89	C (22.6)
LOTS Access Road (Westbound) Left to SR 89	<del>D</del> <u>E</u> (30.9)
Northbound Left from SR 89	B (11.1)
Southbound Left from SR 89	B (10.4)

<b>TABLE 19-8</b> <b>Intersection Capacity Analysis Summary with TWLTL</b> <b>Year 2006 Cumulative Condition with the No Action Alternative</b> <b>SR 89/Transit Access Road/LOTS Center</b>	
<b>Turn Movements</b>	<b>Level of Service (Seconds of Delay)</b>
River Access Road (Eastbound) Left and Through	<del>D</del> <u>E</u> (34.3)
River Access Road (Eastbound) Right onto SR 89	C (20.3)
LOTS Access Road (Westbound) Left to SR 89	D (25.9)
Northbound Left from SR 89	B (11.2)
Southbound Left from SR 89	B (10.4)



# Appendix A



## Summary of Transit and Parking Requirements for the Proposed Project

### Bus Bay Requirements

Much like modern airports are designed to allow a “hub and spoke” route system to be accommodated by providing for multiple planes to arrive at peak times, a key attribute of a transit center is the physical ability to accommodate multiple vehicles at one time, allowing direct bus-to-bus transfer of passengers. The *Sixty Four Acre Tract Multimodal Transportation Center Study Final Report* (Leigh, Scott and Cleary, Inc., 1994) identified the need for the following transit vehicles to potentially use the transit facility at the same time:

Tahoe Area Regional Transit: Southbound SR 89 Bus	1bus
Tahoe Area Regional Transit: Eastbound SR 28 Bus	1bus
Tahoe Area Regional Transit: Northbound SR 89 Bus	1bus
Cross-Lake Transit Service: Clockwise Service	1bus
Cross-Lake Transit Service: Counter-clockwise Service	1bus
Tahoe City Shuttle Vehicle	<u>1bus</u>
Total	6 bus bays req'd

In addition, smaller lodging vans can be expected to use the center on an infrequent and unscheduled basis to drop off/pick up lodging guests, using curb space rather than a designated bus bay. Intercity buses (such as a potential Amtrak Thruway bus service) could also use the facility, but can be expected to use the facility at off-peak times. Finally, a regional skier shuttle service can be expected to result in up to four shuttle buses using the facility at peak times during the winter; these services, however, can be expected to be scheduled to not occur during the peak public transit use periods. In summary, six bus bays (with adjacent curb space for other public and private transit vehicles) are required to accommodate existing and foreseeable future transit services.

### Auto Parking Requirements

In light of the dispersed development pattern in the North Tahoe region, it is not economically feasible to operate transit routes to directly serve all residential areas. Particularly for the many residential areas not located directly on the state highways, it is essential that public parking be provided if transit ridership is to be able to expand beyond those riders without access to a car. As documented fully in the *Sixty Four Acre Tract Multimodal Transportation Center Study Final Report* (Leigh, Scott and Cleary, Inc., 1994), the following four park-and-ride parking demand elements need to be served by the intermodal center:

- **Cross-Lake Transit Service Commuter Parking Demand** – Approximately 40 residents of the Tahoe City area work at employment sites on the South Shore. Given the variation in shift start time and the limited number of transit departure



times that a cross-lake service would provide, a maximum mode share of 25 percent appears reasonable. Assuming that all of these employees currently drive alone, parking demand for approximately 10 spaces would be generated.

- **Cross-Lake Transit Service Visitor Parking Demand** – A larger potential market for the cross-lake service consists of visitors wishing to make a complete circuit of Lake Tahoe. No data currently exists that quantifies the number of drivers currently making this trip on a peak day. In light of current peak season traffic activity on the highways surrounding the lake and the travel demand for other uses (such as commuting and through trips) on this roadway segment, roughly six hundred trips per day can be estimated to circle the Lake. Assuming that 20 percent of these trips shift to the Lake Lapper Service, that adequate capacity is available on the service, and that 30 percent of all trips originate and end at the 64 Acre Tract, a total of roughly 35 spaces would be required for visitor passengers on the cross-lake service. Total parking demand for cross-lake passengers, therefore, would equal 45 on a peak day.
- **Tahoe City Shuttle Service: Employees** – Many plans for Tahoe City, most notably the *Tahoe City Community Plan*, call for the initiation of shuttle service between intercept lots and the commercial core. One particularly strong market for remote parking and shuttle usage is employees in the Tahoe City commercial core. Many business owners are acutely aware that their sales are diminished by the lack of convenient customer parking. Accordingly, they would be likely to require employees (as a condition of employment) to park in a remote lot, such as the 64 Acre Tract, if shuttle service were available. Of the total 1,300 employees in the Tahoe City-to-Carnelian Bay area, approximately 680 live in Squaw Valley, Alpine Meadows, Truckee, or on the West Shore; these employees would be prime candidates to use an intercept lot on the 64 Acre Tract. Assuming that one-third of these employees work in the Tahoe City commercial core, that 80 percent report to work on any one day, that average vehicle occupancy equals 1.5, and that an intercept program is 50 percent effective, total peak season intercept parking demand by employees in the Tahoe City area on the 64 Acre Tract can be found to equal:

$$680 \times 0.33 \times 0.80 \times 0.50 / 1.5 = 59 \text{ vehicles}$$

- **Tahoe City Shuttle Service: Visitors** – Visitor intercept parking for the Commercial Core can be estimated by evaluating shuttle ridership in similar communities. Ridership levels observed in Truckee, as well as other successful trolley programs in Estes Park and Breckenridge, Colorado, indicate that this program would generate on the order of 400 trips per day. Roughly 180 of these riders consist of employees, as discussed above, indicating approximately 220 visitor trips. One third of visitor ridership would be generated by parkers at the 64 Acre Tract at an average occupancy ratio of two persons per vehicle. Assuming that 70 percent of parkers would use the area at the peak time, total visitor intercept parking equates to a peak of 26 vehicles. Together with the

employee parking, these figures would indicate a need for a total of 85 parking spaces for Tahoe City-bound employees and visitors.

Total peak parking demand therefore equals 130 spaces.

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*Sixty-Four Acres*  
*Multimodal Transportation Center Study*  
*Final Report*

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May 2nd, 1994

Figure 1	Site Location
Figure 2	Opportunities and Constraints
Figure 3	Monthly Peak Parking Demand
Figure 4	Hourly Parking Demand Over a Peak Day: All Categories
Figure 5	Peak Parking Need by Scenario
Figure 6	Hourly Parking Demand For Recommended Parking Uses
Figure 7	Recommended Site Plan: Without Interpretive Center
Figure 8	Site Plan: With Remote Interpretive Parking
Figure 9	Site Plan: Alternate Transit Center With Remote Interpretive Parking
Figure 10	Site Plan: Alternate Transit Center with Adjacent Interpretive Center

## Section I

### Introduction

Geography and history combine to make the 64 Acre Tract a unique and key land parcel. As indicated in Figure 1, the site's location adjacent to Lake Tahoe's outlet and at the head of the Truckee River canyon (the only relatively level route into the Tahoe Basin) ensures that the site will always be a key transportation center for the area. Historically, the early acquisition of the area in public hands (for a potential dam site) and subsequent relocation/removal of leased facilities have yielded an unusually large and level parcel that remains relatively undeveloped.

Identifying the most beneficial and appropriate answers to the following questions will form the key goals of this study:

- What uses are appropriate for the site? What are the needs of these uses, in terms of access and land requirements?
- How can various transportation uses best be incorporated into the site to maximize the environmental benefits with regards to reductions in vehicle miles of travel, traffic congestion, and resulting air quality issues?
- What is the capacity of the access roadway system to accommodate any local increase or changes in traffic patterns that would be associated with the multimodal center?
- How can transportation uses of the parcel best fit and interact with other potential uses, such as passive recreation opportunities or an interpretive/information center?

In an area such as Tahoe City that is the focus of many activities, it is impossible to fully plan for any one parcel (even



one as relatively large as the 64-Acre Tract) without considering both existing and potential uses in other portions of the area. To the degree necessary to define recommendations regarding the 64 Acre Tract, therefore, other feasible sites were evaluated for potential future uses.

Transportation and transportation-related problems are a long-standing and difficult problem for the entire North Tahoe area. Evidence of these problems is provided by a series of surveys that have been conducted over the years:

- As part of the North Lake Tahoe Economic Development Study conducted in 1989, a survey was conducted of both residents and visitors. When residents were asked to list improvements desired in the community, the top three choices were "better traffic circulation" (72 percent), "rehabilitation of commercial buildings" (57 percent), and "better sidewalks" (48 percent). When visitors were presented with the same list, the top choice was "better traffic circulation" (45 percent).
- The Tahoe City Public Utility District conducted a public opinion survey in 1990 which found that 62 percent were in favor of the "construction of additional parking and sidewalks in Tahoe City."
- As part of the Tahoe City Community Plan process, a survey was conducted in 1987 of 1,129 property owners in the Tahoe City area. Of those responding, 83 percent felt that parking and traffic circulation facilities were inadequate around Tahoe City. In addition, when presented with a choice of ten potential traffic/parking improvements, an "alternative route through town" ranked first, while "more parking" ranked second.
- As part of the Tahoe City Traffic Mitigation Project (Leigh, Scott & Cleary, Inc., 1991), a series of questions were asked of drivers parking in the Tahoe City area regarding current traffic, parking, and pedestrian conditions in the Tahoe City commercial core, and improvements that could be

implemented. The following results were recorded:

- Traffic conditions were ranked as the worst problem: 42 percent of respondents indicated that traffic was a "terrible" problem, while only 7 percent indicated that it was not a problem.
- 38 percent of respondents indicated that parking conditions are "usually a problem".
- 64 percent indicated that pedestrian conditions were some sort of a problem, and 36 percent indicated that they were not a problem.
- 82 percent of all respondents indicated that traffic problems should be improved first, followed by parking (14 percent) and pedestrian conditions (5 percent).
- Asked whether they would be willing to leave their car behind if pedestrian or transit options were made available, the majority of respondents said they would: 60 percent would use pedestrian facilities if they were provided, while 69 percent claimed they would use an in-town shuttle.
- Survey respondents said the best incentives or ways to attract transit patronage would be to provide free service (45 percent), and to provide better information (43 percent).

The 64 Acre Tract provides a virtually unique opportunity to address these transportation-related problems through the development of an integrated transit/parking center.

## Section II

### Study Setting

The use of the 64 Acre Tract for transportation purposes has strong historical precedence. The transportation history of the Tract goes back to the original trails and wagon roads connecting the Lake Tahoe's North Shore and Truckee River Canyon with the West Shore. The parcel has also served as the site of the Lake Tahoe Railway and Transportation Company's Tahoe City terminal, including a balloon track allowing trains to turn around for the return trip to Truckee, as well as the interchange point with a logging railroad extending down the West Shore to Ward Creek.

As elsewhere in the Basin, transportation modes using the 64 Acre Tract have evolved almost completely to private auto use. State Routes 28 and 89 are the main vehicle routes in and through the study area.

State Route 28 provides the link between Incline Village, Nevada and Tahoe City, California along the north shore of Lake Tahoe. It has a terminus at the Wye where it meets State Route 89. Within the Tahoe City area, State Route 28 consists of three travel lanes: one through lane each direction, with a continuous center turn lane.

State Route 89 serves as the major link between Tahoe City and South Lake Tahoe along the west shore of the lake. At the junction at the Wye with State Route 28, State Route 89 continues north as the link to the town of Truckee. Along this route are the entrances to Squaw Valley and Alpine Meadows ski resorts. In the Tahoe City area, State Route 89 is primarily a two-lane facility. Current access to the 64 Acre Tract is located on State Route 89.

Both of these state highways experience large seasonal fluctuations in traffic volumes due to changing levels of visitor traffic. Both roadways operate near or at capacity during winter



hours travelling eastbound on State Route 28 and northbound on State Route 89 during the AM skier travel period, and in the opposite direction during the PM skier return period. In addition, conditions are at or near capacity during the peak summer tourist season over a substantial portion of the mid-day period in both directions.

### Transit Services

The area surrounding the 64 Acre Tract is currently served by the Tahoe Area Regional Transit (TART) system. This service is the only regularly-scheduled public transit system provided on the North and West Shores. TART currently operates six days a week from 6:30 AM to 6:30 PM with service on State Routes 28 and 89 (south of State Route 28) on 60 minute headways. In addition, service is provided between Tahoe City and Truckee along State Route 89. The major transit stops in the Tahoe City area are located adjacent to the Lighthouse Center and just east of the State Route 28/State Route 89 intersection. Fares are \$1.00 per one-way ride; in addition, a day pass providing unlimited rides is available for \$2.50 for general public, and \$1.75 for persons over 54 years of age.

### Pedestrian and Bicycle Activity

The 64 Acre Tract also serves as a key location in the regional bicycle network. The Tahoe City Public Utility District has developed an 19-mile bikeway system stretching from Dollar Hill to Alpine Meadows to Tahoma, which accommodates over 200,000 bicyclists annually. Two of the three trails (along the West Shore and the Truckee River Canyon) currently meet at the 64 Acre Tract; plans are currently being developed to complete the Tahoe City segment of the Dollar Hill trail, which would form a junction between all three trails at the 64 Acre Tract.

In addition, the Public Utility District has developed a bicycle/pedestrian trail network within the 64 Acre Tract itself, totalling approximately 4,100 feet in length. This bikeway loop provides the only opportunity in the area for level bicycling almost free from conflict with motor vehicles. As such, it has become a

popular place for bicycling with young children learning to cycle, for older cyclists, for strolling, and for rollerblading. The bicycle/pedestrian bridge across the Truckee River connecting the 64 Acre Tract to the Truckee River Bike Trail also generates additional cycling activity on the site.

Pedestrian activity in the area is generated by the presence of these trails, as well as by pedestrian travel between the Tahoe City commercial core and the residential and lodging areas to the south of the 64 Acre Tract. Pedestrians commonly share the bicycle trails with other non-motorized modes, or walk along the road shoulder.

### Existing Plans and Planning Processes Impacting the Site

A key element of any planning process -- particularly in the Tahoe Basin -- is to review previous and concurrent planning processes, and strive to fit these planning processes together. As discussed below, there are a large number of plans that consider or impact the 64 Acre Tract:

- The Final Environmental Impact Statement for the Transfer of the 64-Acre Tract was released in 1983 by the Bureau of Reclamation. This document assessed the potential environmental impacts associated with the transfer of the 64 Acre Tract (including the "Chimney Parcel" north of State Route 89) from the Bureau of Reclamation to the US Forest Service. The focus of this document was the potential impacts on existing uses (including the trailer park, utility yard, and tree nursery). The preferred alternative was transfer to the USFS.
- Once the transfer was completed, the USFS prepared A Plan for the Sixty-Four Acres (October, 1986) for the portion of the tract excluding the "Chimney Parcel". This plan recommended implementation of a "Community Alternative," encompassing public beach access, a visitor information and interpretive center, trailhead and rafting parking, and a bicycle trail network.

- The Decision Notice and Finding of No Significant Impact: Public Access for the Sixty-Four Acres, prepared by the Lake Tahoe Basin Management Unit of the USFS in 1988, considered the impacts of the bike trail system and raft launching stage on the Tract. No significant impacts were identified.
- The Tahoe Regional Planning Agency's Regional Transportation Plan -- Air Quality Plan (1992) includes a number of specific plan elements impacting the 64 Acre Tract study, including:
  - 30 minute fixed route transit service during the day, with 60-minute headway service in the evenings.
  - "increased coordination between ski areas and additional public and private transportation providers"
  - "An intrazonal shuttle in the Tahoe City-California 28 corridor with a short headway, and minimal fare service during the summer months,"
  - "California 28 corridor improvements which include a parking reconfiguration, a service road behind the business district between Grove Street and Fairway Drive serving as a parking lot connector, a parking lot adjacent to Grove Street and a parking lot near Fairway Drive or the 64 Acre Tract,"
  - "California 89 realignment south of Fanny Bridge crossing the U.S. Forest Service 64 Acre Tract to California 89 near the Caltrans maintenance yard."
- The California State Route 89 Corridor Study, prepared by TRPA in 1990, included a TRANPLAN evaluation of a 2-lane bypass road. This evaluation indicated that the bypass would attract 40 percent of northbound traffic approaching the area, as well as 44 percent of southbound traffic. As a result, Level of Service (LOS) of the Wye would improve from C/D to A. This study also concluded that the potential of



increased ridesharing and the use of park-and-ride facilities in the Tahoe City area are low (due to the existing high auto occupancies in the area). The study recommends modifications to the Wye intersection, but no construction of a bypass.

- A "Tahoe City Parking Analysis" was conducted as part of the Tahoe City Urban Improvements application presented by Omni-Means, Inc. to the Tahoe Regional Planning Agency for Placer County in January, 1988. Though this study found that the aggregate parking need of the commercial area is lower than the aggregate supply, "...neither the supply nor the demand for parking spaces is uniformly distributed throughout the Tahoe City area. This creates localized areas with shortages or surpluses ... a gross analysis of needs for the entire Tahoe City community is necessarily vague and qualified to the point of being nearly useless." One sub-area specifically considered is the commercial area between Grove Street and Commons Beach (including Commons Beach), where a total parking deficiency of 149 spaces was identified.
- The Regional Urban Design Assistance Team North Tahoe/Truckee Resort Triangle, July 14-17, 1989 Report presents the results of an intensive four-day planning workshop. Important conclusions of this study included:
  - Expansion of transit services (but not re-instatement of rail service).
  - Intermodal transit parking in Tahoe City.
  - A State Route 89 Bypass.
  - An intermodal center was identified near the intersection of existing State Route 89 with the bypass road, near the existing Caltrans yard. This terminal was seen as including a covered shelter, lighting, heating, and public information kiosks. This site would include off-street long-term parking for visitors and the overnight parking

of private group ski buses.

- General tourist and interpretive center parking near the northern corner of the 64 Acre Tract, with longer-term parking in the western portion for public rafting. The interpretive center was envisioned near the Gatekeepers area. The remainder of the 64 Acre Tract should be maintained in a significantly restored natural wooded state.
- The Tahoe Intercity Rail Study Working Paper #2: I-80 Corridor Extension Improvements and Equipment, prepared by the California Department of Transportation–District 3 and the Nevada Department of Transportation, includes a detailed discussion of the reinstatement of Truckee – Tahoe City rail service. From three to 18 round-trips per day are envisioned along the Truckee River Canyon, providing connections to improved Sacramento–Bay Area rail service along I-80. A more easily implemented alternative also under consideration is the provision of Tahoe–Truckee Amtrak “Thruway” bus service, timed to provide direct connections to rail serves at Truckee.
- The Caltrans Route Concept Report: State Route 89 indicates that the current LOS of Route 89 south of the Wye as “F”. No major improvements are proposed for this segment. A feasibility study regarding High Occupancy Vehicle (HOV) and transit improvements between Tahoe City and the ski area, however, is recommended. A 3.3 percent annual growth rate in traffic volume is forecast. Total accident rate is 116 percent of the state average, while fatal/injury accident rate is 110 percent of the state average.
- The most recent study which addressed transportation issues in the Tahoe City area is documented in the Tahoe Transportation Summit Final Report prepared by Leigh, Scott & Cleary, Inc., *et al* in June, 1991 for the Tahoe Transportation Coalition. Major recommendations regarding Tahoe City consisted of the following:

*Transportation Summit participants expressed an interest*

*in a visitor trolley in the Tahoe City area to facilitate movement through the City and provide linkage to future remote parking. The Study Team's primary recommendation for Tahoe City is to improve sidewalks and the pedestrian environment. If convenient parking is developed at the edge of town, a trolley shuttle would be an appropriate enhancement to perimeter parking. (p. 16)*

*Sidewalks should be provided in the Tahoe City area through the removal of parking. A single, possibly one-way, access lane or parking aisle and scattered small parking lots should be provided behind businesses affected by the removal of streetside parking. A long-term goal should be the relocation of all on-street parking spaces on California Highway 28 into off-street public lots. In the interim, a shift from diagonal to parallel parking should be immediately pursued. (p. 26)*

In addition, this report first presents the concept of a tourist-oriented "Lake Lapper" service around Lake Tahoe. This service has subsequently become the subject of an ongoing planning process by the Tahoe Transportation District.

- The Placer County Regional Transportation Plan, published in December, 1992, calls for an exclusive bus lane from Tahoe City to I-80, as well as a two-lane highway on new alignment from 0.5 miles south of the Truckee River to 0.3 miles north of the Caltrans maintenance station. As a first step, a planning study concerning these issues is recommended for inclusion in the Regional Transportation Improvement Program. Busway construction is included in the long-term (2000-2010) capital improvement program of projects.
- The Tahoe Basin Short Range Transit Plan was last conducted in 1984 for fiscal years 1985-1989 (JHK and Associates), and is currently being updated. The 1984 plan calls for half-hourly service between 6:00 AM and 7:00 PM, and hourly service until 11:00 PM. No specific mention of



the 64 Acre Tract is made, except to recommend that a transit maintenance facility be placed on the section north of State Route 89 (the Chimney Parcel).

- The most recent comprehensive plan for ferry service on Lake Tahoe is documented in the Waterborne Transportation Feasibility Study (JHK and Associated, 1987). This study evaluated service using one to four vessels, connecting Tahoe City, South Lake Tahoe, Kings Beach, Meeks Bay, and Incline Village. The recommended Tahoe City dock location was the Boatworks Marina, due to its central location, presence of marina facilities and passenger amenities, and the fact that the area is already used for cruise boat operations.
- A key planning process impacting the 64 Acre Tract is the Tahoe City Community Plan, as documented most recently in the Tahoe City Community Final Plan (TRPA, February, 1994). Recommendations and plan elements that impact the site consist of the following:
  - The power transmission facilities immediately northeast of the site be relocated, and this parcel, along with the northeastern portion of the site, be used as a visitor center/transit facility/parking/special event area,
  - "It is recommended that a multimodal transit terminal be constructed next to the community parking lot on the 64 Acre Tract" (p III-7),
  - The Plan "allows" for a future (State Route 89) bypass of the existing Wye by relocating the State Routes 89/28 intersection to the location of the existing Caltrans Yard, without specifying an exact alignment,
  - Community parking lots, served by a shuttle system operating throughout the summer, as well as during peak winter periods. One site identified in the plan's "Vision Map" for an intercept lot is on the 64 Acre Tract,

- Specific plans for rafting parking and trails on the 64 Acre Tract,
  - Increase service frequency on the TART system,
  - A recreational/bike trail system located along the Truckee River and through the 64 Acre Tract,
  - "Construct an intercept parking lot near Fanny Bridge. The USFS shall provide the land. There should be approximately 100 spaces provided along with the transit Center" (p VII-7),
  - "Shuttle service... will operate for approximately 3 months of the year between Memorial Day and Labor Day. The shuttle will run from approximately 9:00 AM to 10:00 PM on 10-15 minute headways" (p VII-9),
  - "Construct a transit terminal near Fanny Bridge next to the 64 Acre Tract community parking lot and the proposed visitors center." (p VII-9) This terminal is suggested to be constructed in 1997.
- The Feasibility Study for an Expanded Truckee-North Tahoe Transportation Management Association Final Report (Leigh, Scott & Cleary, Inc., 1993) outlines an expanded role for the TNT/TMA, as well as providing a summary of existing transportation conditions throughout the Truckee/North Tahoe resort triangle area. Of importance to the 64 Acre Tract Study are the results of a survey of local leaders: 49 percent reported traffic problems to be "serious" or "very serious", while a large majority saw the need for expanded transit services (particularly increased service frequency). An important focus of the TNT/TMA is on transit marketing and promotion efforts; this organization could provide marketing assistance for any new transit services using a 64 Acre Tract multimodal center.
- The Tahoe City Urban Improvement Project Draft Subsequent Environmental Impact Statement/Subsequent Environmental

Impact Report (KB Foster Civil Engineering, Inc., 1993) focuses on a series of roadway and drainage improvements along the State Route 28 commercial core area of Tahoe City. Through the conversion of existing angle parking spaces along State Route 28 to parallel spaces, total parking supply in the area would be reduced by approximately 73 spaces. An "interim plan" would allow some angled spaces to remain until new parking facilities can be constructed, yielding a loss of approximately 32 spaces.

- The Revised Draft Environmental Impact Report/Statement for the Tahoe City Community Plan (Sue Rae Irelan Environmental Planning, 1993) indicates that total parking supply within the community plan area exceeds code requirements by approximately 302 spaces. Within specific sub-areas, however, parking shortages do appear. In addition, the fact that very few existing spaces are publicly owned (and that many of the private spaces are restricted to patron parking only) means that drivers not destined for a specific business (such as recreationalists or simply sightseers) are faced with an unavailability of parking.
- In December of 1976, the Caltrans District 3 Office conducted 3 Feasibility Studies within or near the project area. The first study was completed to determine the cost estimates and physical constraints of providing a four lane roadway section on S.R. 89 from Tahoe City to Squaw Valley. The report focuses on the construction of a 56 foot wide roadway facility with 12-foot travel lanes and 4 foot shoulders. Total costs of the roadway widening were estimated at 7 to 9 million dollars. The second study determined the feasibility of constructing a two lane bypass road around downtown Tahoe City. Two alternatives were looked at; the first alternative provides for a two-lane, two-way bypass while maintaining the existing S.R. 28 roadway configuration. The second alternative provides for a two-lane, two-way bypass with two-way service through Tahoe City. Estimated construction costs range from \$1,500,000 to \$2,000,000. The third feasibility report determined the cost estimates and physical constraints of implementing a



reversible bus lane concept from Tahoe City to Squaw Valley.

Two possible cross sections were investigated. One option includes a 44-foot section with 3 12-foot travel lanes and 4-foot shoulders. The other option considers a 36-foot section with no shoulders. Estimated costs of the two alternatives range from \$2,500,000 to \$3,000,000.

- A Route Concept Report was prepared by the Caltrans District 3 office in December of 1989. This report identifies the following 20 year recommendations:
  - The formation of bi-state regional transit system serving Truckee and the Lake Tahoe Basin,
  - A multimodal transportation terminal in Truckee and Tahoe City,
  - A rideshare program for the Lake Tahoe Basin, and
  - A park and ride program served by transit, casino shuttles and ski resort shuttles.
  
- The Tahoe Regional Planning Agency's Regional Transportation Plan – Air Quality Plan (1992) includes a number of specific plan elements impacting the 64 Acre Tract study, including:
  - Ridesharing Facility located along State Route 89,
  - Truckee to Tahoe City Shuttle Bus,
  - Tahoe City Shuttle Bus,
  - Tramway from the Tahoe City vicinity to Alpine Meadows through the Ward Creek drainage area,
  - Free Fare TART Transit,
  - State Route 28 roadway widening improvements through Tahoe City from the intersections of State Route 28 and 89 to the State Recreation Area,
  - Realignment of State Route 89 westward to the vicinity of the Caltrans Maintenance Station on the Truckee River. The new road alignment would cross the 64 Acre Tract to rejoin State Route 89 north of Granlibakken Road.
  - Eastbound left-turn lane at Granlibakken Road,
  - Conversion of on-street parking in Tahoe City to parallel parking,

- Sidewalks in the downtown Tahoe City area, and
  - Class I Bicycle Facility from Fanny Bridge to Tahoe State Recreation Area.
- The California Department of Transportation (Caltrans') State Transportation Implementation Program makes no reference to a bypass or realignment of State Route 89 in the Tahoe City area over the next ten years.

### Conclusions Regarding Previous Studies

Given the many plans and proposals that include the 64 Acre Tract, it is necessary to identify, for the purposes of this study, the assumptions that will be used regarding future improvements to the Tract, as well as to the surrounding area. The following conclusions represent the Consultant's strategy to respond to or accommodate other plans:

- Any plan for the 64 Acre Tract should preserve the potential for a "bypass." This new roadway, however, will almost certainly not be constructed over the next ten years, and environmental considerations indicate that it is unlikely to ever occur. Planning for the 64 Acre Tract should, therefore, assume that this road is not constructed.
- Similarly, the construction of an Aerial Tramway linking the 64 Acre site with Alpine Meadows appears to be a remote possibility, as it is not currently being actively pursued by either Alpine Meadows or the TRPA. This option, however, should be preserved as part of the multimodal center plan.
- Transit service to and through the study area will grow in the future, as a result of the increasing importance of transit efforts in regional transportation planning. In particular, a "Lake Lapper" service, improvement of TART service to 30-minute headways, an Amtrak Thruway bus service to Truckee, and a Tahoe City shuttle service are assumed to be implemented within this study's planning horizon.

## Section III

### Opportunities and Constraints Analysis

A key step in the development of an appropriate site plan is the careful consideration of opportunities provided by the site, as well as potential constraints. This process requires a melding of land capabilities, environmental considerations, existing vegetation and topography, access, adjacent land uses, and existing site uses.

As shown in Figure 2 and discussed below, there are a wide number of factors that affect the potential use of this site:

- A key opportunity is the very good regional access provided by State Routes 89 and 28.
- On the other hand, existing traffic conditions on these roadways present a significant constraint. In particular, congestion in the Fanny Bridge area limits the capacity of State Route 89 to accommodate any increase in traffic levels resulting from the development of a Multimodal Center. Traffic on State Route 89 also serves as a barrier to convenient pedestrian access between the site and the Tahoe City commercial core area.
- Potential roadway modifications, most notably the long-discussed bypass, represent a constraint. As discussed above, Multimodal Center plans should not directly physically conflict with these plans. However, the potential for implementing these plans is too low to warrant discussion of their effect on the planning process for the Multimodal Center.
- The regional bicycle trail system converging on the 64 Acre Tract provides an opportunity to expand bicycle access to and from transit services, as well as providing trailhead parking for bicyclists. The proposed Lakeshore Trail through Tahoe City to the 64 Acre Tract provides an additional future opportunity. Conversely,



the existing bicycle trails create a potential constraint in that any impact on these trails and the need to relocate them should be minimized or avoided.

- The presence of the Truckee River along the northwestern boundary of the Tract presents a substantial barrier to improved access from State Route 89 west of the Wye.
- The presence of existing vegetation (most notably the mature trees) presents a constraint, in that their removal should be minimized. This vegetation also represents an opportunity, however, to reduce the visual impact of any new facility.
- An important constraint from a social point of view is the present, relatively natural state of the parcel. Despite intensive use in the past, the 64 Acre Tract currently provides open space in a largely developed area that appears "natural" to the general public. Any new facilities should minimize impact on the natural qualities of the site as a whole.
- The presence of sensitive neighboring land uses also generate an important constraint. Adjacent residential land uses, particularly to the south, demonstrate that future uses of the 64 Acre Tract should minimize potential noise and visual impacts.
- The presence of existing access points on the east side of State Route 89 opposite the study parcel provide good opportunities for new access into the site.
- TRPA regulations regarding visual impacts present a significant constraint to development on the portions of the parcel visible from Lake Tahoe or State Route 89. The highway in this area falls within Roadway Scenic Unit #14 – Tahoe Tavern. As this unit is not in threshold attainment, any site development must avoid visual degradation and contribute to visual improvement. Figure 2 illustrates a 100-foot scenic setback intended

to avoid development on the most sensitive portions of the property.

- Stream Environment Zone (SEZ) and water quality regulations preclude the use of the identified SEZ area along the Truckee River. In addition, adequate area needs to be maintained between any pavement and the edge of the SEZ area to provide for settling basins and other Best Management Practice (BMP) strategies to attain runoff water quality standards.
- TRPA requirements on coverage do not appear to create a significant constraint, as adequate coverage to accommodate any new coverage generated by this proposal is "banked" from previous uses on the parcel.
- Placer County building regulations also constrain the potential development of the site. Pertinent at this stage in the planning process are the setback requirements: any structures must be at least 40 feet from the State Route 89 right-of-way, and 15 feet from other property lines.
- A key opportunity of this site is its location within reasonable walking distance or easy shuttle distance to the Tahoe City Commercial Core area. This opportunity also serves as a constraint, as it indicates that any intercept parking facility should be provided as far northeast on the site as possible, given other site limitations.
- Transit operation considerations also indicate the desirability of a site as far northeast as possible. Many transit services operate along State Route 89 north of Tahoe City and State Route 28 to the east of Tahoe City. For these services (such as skier buses, winter Lake Lapper buses, Tahoe City -- Truckee TART service, and any Amtrak Thruway service), a deviation south of the Wye on State Route 89 to serve a transit

center is a detour from the direct route. This distance should thus be as short as possible. While a site in the southern portion of the Tract would have a minimal impact when considering only a single trip, the cumulative impact of the many daily transit trips for the foreseeable future is substantial. Considering that this trip distance also generates out-of-direction travel time for many transit passengers, a site in the southern portions of the Tract would also serve to reduce the overall attractiveness of transit service in the Basin. A paramount consideration, therefore, should be to minimize the transit vehicle travel distance between the Transit Center and the Wye.



## Section IV

### Modal Demand Analysis

This evaluation considers transportation-related uses of all travel modes: public transit, private vehicles (including parking), bicycle, and pedestrian. Transit services include TART, the Lake Lapper Service, private bus services, waterborne service, potential shuttle service in Tahoe City, and potential Amtrak Thruway service to Truckee.

#### Tahoe Area Regional Transit Service

The Tahoe Area Regional Transit (TART) system, managed by Placer County, currently operates bus service on a 60-minute headway along the West Shore (State Route 89) and the North Shore (State Route 28) between 6:30 AM and 6:30 PM, year-round. Leaving on the half-hour from shelters located along State Route 28 immediately east of the Wye, one bus travels south to Tahoma and Sugar Pine Point State Park, with a summer-only connection to Meeks Bay, where a direct transfer is possible with the South Shore's STAGE system. The North Shore bus, also departing on the half-hour, provides service to Kings Beach, North Stateline, and Incline Village, Nevada. Inbound trips arrive in Tahoe City at approximately 0:25 past the hour (depending upon weather and road conditions), providing a five minute layover.

In addition, TART (with funding assistance from the Town of Truckee) operates up to five round-trips per day seven days a week between Tahoe City and the Intermodal Center in Truckee, with intermediate stops at Alpine Meadows, Squaw Valley, and the Gateway area of Truckee. Most of these trips are scheduled to serve Tahoe City on the half-hour, providing direct transfers to both the West Shore and the North Shore buses. The majority of the Truckee bus passengers do make this transfer connection.

At present, these transit routes operate out of a pair of wooden bus shelters approximately 80 yards east of the State Route

89/State Route 28 Wye, with one shelter on either side of the road. While these shelters provide protection from the elements, they are unheated, and located immediately adjacent to State Route 28, and are thus an unattractive place to wait for a bus.

Furthermore, passengers transferring from an inbound West Shore bus to an outbound Truckee bus (and vice versa) commonly cross four lanes of traffic at a potentially hazardous merge point to catch the second bus, though a cross walk is available to the east and a pedestrian-actuated signal to the west.

A key opportunity for the 64 Acre Tract is to provide an attractive and safe place for passengers to transfer between TART buses. Studies have shown that uncomfortable or unattractive transfer facilities can substantially reduce transit ridership, particularly among discretionary riders (such as visitors). Conversely, the provision of a high-quality transfer site for the TART system on the 64 Acre Tract can spur an increase in service ridership.

Current TART operations result in up to three 35-foot transit vehicles at the transfer point at any one time. The Tahoe Basin Short Range Transit Plan, currently under preparation, will likely recommend improvement to half-hourly service on at least the North Shore route. This additional bus, however, would not be present at the center at the same time as the existing vehicles, and thus would not increase the necessary capacity of the center.

### Lake Lapper Service

The Tahoe Transit District (TTD) is currently in the final stages of implementing a "Lake Lapper" service, that would encircle Lake Tahoe with a comprehensive transit system. Current plans are for this service to operate in a single direction (clockwise), providing service every 90 minutes. Under this plan, a maximum of one Lake Lapper 40-foot bus would use the Multimodal Center at any one time.

If initial service is successful, it is reasonable to expect that the Lake Lapper would expand to bi-directional service. It is further reasonable to expect that these buses would be scheduled to

meet at the 64 Acre Tract Multimodal center, in order to facilitate direct transfers to transit service along State Route 89 to Truckee. This transit "meet" would be particularly attractive if Amtrak Thruway bus service is instituted along State Route 89.

### Amtrak Thruway Service

As discussed in Section III, Caltrans is currently considering plans for the provision of rail or intercity bus service connecting the Tahoe Basin with the Capitols corridor in Truckee. This planning process could potentially result in up to five round-trips per day between Tahoe City and Truckee, timed to meet trains at the Truckee Intermodal Center. It can be expected, however, that little park-and-ride parking activity would be generated at the 64 Acre Tract site, however, as drivers already in their vehicle would find driving to Truckee to board a train directly would be more convenient than waiting for a bus connection in Tahoe City.

### Private Transit Services

At present, both Squaw Valley and Alpine Meadows ski areas provide transit service to the Tahoe City area for skiers. Alpine Meadows typically operates two buses from the West Shore and a third from the North Shore, while Squaw Valley typically operates one bus from the North Shore and a second from the South Shore. These services typically operate between mid-December and Easter. Ski Homewood reimburses TART transit fares to skiers arriving via the transit system.

Another source of private transit services is lodging vans operated by resorts and condominium complexes in the area. Properties such as Granlibakken, the Resort at Squaw Creek, and Chambers Landing can be expected to shuttle passengers to and from the Multimodal Center to transfer to the Lake Lapper service, transit service to Truckee (particularly an Amtrak Thruway service) and to skier shuttles. Similarly, it can be expected that local taxicabs will find the Multimodal Center to be a popular passenger pick-up and drop-off point.

### Waterborne Services to the South Shore



A number of factors indicate that waterborne passenger service will not significantly impact the 64 Acre Tract. The high cost of both the vessels, and their operation indicate that the necessary funds to operate any substantive waterborne service will be very difficult to develop. In addition, it appears that the Boatworks Marina in the Tahoe City commercial core would be preferable to the 64 Acre Tract as a north shore terminal for any waterborne service, for the following reasons:

- The existence of support facilities, such as fueling tanks and pumps.
- The presence of relatively deep water at the existing dock. Service to a terminal at the 64 Acre Tract would require an extensive new dock;
- The presence of shopping and restaurants near the Boatworks Marina, which would provide a convenient destination for day trip visitors taking the ferry from the South Shore.

For these reasons, the Waterborne Transportation Feasibility Study (JHK and Associates, 1987) recommended a Boatworks site for the ferry terminal. If a strong ferry service is developed at this other site, however, parking requirements could increase demand for remote parking spaces (such as at the 64 Acre Tract), as many boat passengers would choose to drive to the ferry terminal area. A more likely parking solution, however, would be the construction of a single deck parking structure in the Boatworks vicinity. It is thus not likely that waterborne service would impact the appropriate quantity of parking provided at the 64 Acre Tract.

#### Park-and-Ride Activity for Transit Service

#### Tahoe City Shuttle Service

Many plans for Tahoe City, most notably the Tahoe City Community Final Plan, call for the initiation of shuttle service between intercept lots and the commercial core. This service

would use a smaller transit vehicle (up to 30 feet in length) to allow easy maneuvering in parking lots and in the heavy traffic on the highways. A reasonable maximum level of service for this shuttle would be a headway of 10 minutes.

Useful background data regarding the potential for an intercept program is provided in the Tahoe City Traffic Mitigation Project (Leigh, Scott & Cleary, Inc., 1991). As part of this study, a survey was conducted of drivers parking in the Tahoe City commercial core during the peak summer. Surveyors approached drivers exiting a parked car in four survey areas: the Lighthouse Center, the Boatworks/Marina area, along State Route 28 between the Tahoe City Pharmacy and Porter's Sports (the "Big Tree" area), and at the Lucky Market. These surveys were conducted on August 17th and September 7th, 1991, between 10:00 AM and 2:00 PM. The results are summarized below:

- 223 useable survey forms were completed: respondents were comprised of 30 percent year-round residents, 23 percent overnight visitors, and the remainder seasonal residents and day visitors;
- The highest proportion of trip origins was in the North Shore area west of Tahoe City (38 percent), followed by the West Shore (28 percent), with similar numbers for destinations;
- 29 percent of the one-way vehicle-trips made by the respondents were within Tahoe City;
- 50 percent of the respondents returned to their trip origin in the West Shore, North Shore, or Truckee areas;
- The majority of drivers were able to park reasonably close to their primary destination in Tahoe City. In the Big Tree area, however, a substantial number of parkers planned to walk to a primary destination not in the immediate area (41 percent);
- 57 percent of survey respondents parked for an hour or less. Only 10 percent parked for four hours or more.

Respondents parked longest at the Boatworks/Marina, and shortest at the Lighthouse Center and the Lucky Market;

- Approximately 35 percent of respondents indicated that they were going to walk to an additional destination before returning to their car, primarily "around town."

One particularly strong market for remote parking and shuttle usage is employees in the Tahoe City commercial core. Many business owners are acutely aware that their sales are diminished by the lack of convenient customer parking. Accordingly, they would be likely to require employees (as a condition of employment) to park in a remote lot, such as the 64 Acre Tract, if shuttle service were available. Of the total 1,300 employees in the Tahoe City-to-Carnelian Bay area, approximately 680 live in Squaw Valley, Alpine Meadows, Truckee, or on the West Shore; these employees would be prime candidates to use an intercept lot on the 64 Acre Tract. Assuming that one-third of these employees work in the Tahoe City commercial core, that 80 percent report to work on any one day, that average vehicle occupancy equals 1.5, and that an intercept program is 50 percent effective, total peak season intercept parking demand by employees in the Tahoe City area on the 64 Acre Tract can be found to equal:

$$680 \times 0.33 \times 0.80 \times 0.50 / 1.5 = 59 \text{ vehicles}$$

Visitor intercept parking for the Commercial Core can be estimated by evaluating shuttle ridership in similar communities. Ridership levels observed in Truckee, as well as other successful trolley programs in Estes Park and Breckenridge, Colorado, indicate that this program would generate on the order of 400 trips per day. Roughly 180 of these riders consist of employees, as discussed above, indicating approximately 220 visitor trips. One third of visitor ridership would be generated by parkers at the 64 Acre Tract at an average occupancy ratio of two persons per vehicle. Assuming that 70 percent of parkers would use the area at the peak time, total visitor intercept parking equates to a peak of 26 vehicles. Together with the employee parking, these figures would indicate a need for a total of 85 parking spaces



for Tahoe City-bound employees and visitors.

Another way of considering Tahoe City intercept parking needs is to evaluate the existing and planned status of parking availability in the area. The 64 Acre Tract has long been seen as a potential "replacement" area for parking eliminated along State Route 28 by the conversion of existing angled spaces to parallel spaces. This conversion is a key element in the Tahoe City Community Plan, and is necessary to bring traffic conditions along State Route 28 in conformance with TRPA standards.

The Tahoe City Urban Improvement Project is planned to implement the drainage, parking, and transportation elements of the Community Plan. Conversion of on-street parking "will result in approximately 70 to 80 parking spaces in State Route 28 right of way during peak periods" (K. B. Foster Engineering, Inc., Project Report on State Route 28, November, 1993). To offset this loss, two new public facilities are proposed: a "Grove Street Park-and-Ride Parking Facility" totalling 36 spaces, and a "Jackpine Street Park-and-Ride Parking Facility" totaling 50 spaces. Construction of both of these lots would yield no net loss of parking in the area (even including several vehicles currently parking on the site of the Grove Street lot). As part of the adoption of the Community Plan, however, Placer County Department of Public Works staff has been directed by the Board of Supervisors to develop ways to increase the size of the Grove Street Lot, increasing the net gain in parking spaces.

At the sub-area level, however, these plans as they now stand will yield a net loss of parking in the western end of the commercial area closest to the 64 Acre Tract. All of the parcels between the Henrikson Building on the west and Porter's Sports on the east will be impacted by a loss of available parking within a 300-foot walking distance. In total, this segment of State Route 28 will lose 19 spaces on the north side and 9 spaces on the south side in the conversion of parking. Developing additional parking within a short walking distance of this area is difficult; the only space currently under discussion is a "Tahoe Marina Lot" in the southwest quadrant of the State Route 28/Commons Road intersection, which would yield only 12 spaces. With this facility,

total parking loss in the western section (as defined in this discussion) would equal 16 spaces. The provision of 92 remote spaces on the 64 Acre Tract, as discussed above, would more than mitigate this loss, even considering that only a portion of park-and-ride shuttle passengers would be bound for this western end of the commercial core.

### TART and Lake Lapper Services

Studies conducted nationwide indicate that commuter park-and-ride transit usage, in which persons drive to a transit service, park their vehicle, and catch the bus, occurs almost exclusively for long (20 miles or more) commutes. It is difficult for transit service to entice a driver out of their warm and comfortable car, particularly after they have invested the time necessary to warm up the car and scrape the windshield on a winter's day. Few drivers passing the 64 acre tract in the morning are just starting such a long commute; rather, long commutes in the Tahoe Basin are typically made into the Basin (such as from Truckee).

The relative unattractiveness of park-and-ride activity in the Tahoe Basin is reflected in the existing trip-making patterns of TART riders. An on-board transit passenger survey conducted in 1992 revealed that only four percent of total TART passengers (or approximately 20 passengers) got to their bus stop via an automobile; the bulk of these, moreover, were probably dropped off.

The initiation of Lake Lapper service, however, could (if scheduled appropriately) generate some park-and-ride activity among commuters, as well as visitors. Approximately 40 residents of the Tahoe City area work at employment sites on the South Shore. Given the variation in shift start time and the limited number of transit departure times that the Lake Lapper Service will provide, a maximum mode share of 25 percent appears reasonable. Assuming that all of these employees currently drive alone, parking demand for approximately 10 spaces would be generated.

A larger potential market for the Lake Lapper consists of visitors wishing to make a complete circuit of Lake Tahoe. No data

currently exists that quantifies the number of drivers currently making this trip on a peak day. In light of current peak season traffic activity at the lowest traffic volume point on the highways surrounding the lake (2,600 vehicles per day on State Route 89 at Bliss State Park), and the travel demand for other uses (such as commuting and through trips) on this roadway segment, up to four hundred trips per day can be estimated to circle the Lake. Assuming that 25 percent of these trips shift to the Lake Lapper Service, that adequate capacity is available on the service, and that 25 percent of all trips originate and end at the 64 Acre Tract, a total of 25 spaces would be required for visitor passengers on the Lake Lapper Service. Total parking demand for Lake Lapper passengers, therefore, would equal 35 on a peak day.

#### Park-and-Ride Activity Generated by a State Route 89 HOV/Bus Lane

The potential for a bus or High Occupancy Vehicle (HOV) lane on State Route 89 between Tahoe City and Squaw Valley (with potential extension to Truckee) has long been a subject of discussion. As discussed in Section II, this option was the subject of a number of planning studies in the 1970s.

The impact of this project on parking demand in the 64 Acre Tract area could be very substantial. Congestion on this corridor during peak times is legendary; travel time for the five-mile drive between Alpine Meadows Road and the Wye can exceed one hour.

In light of these delays, any option that allows an individual a quick and convenient trip to and from the ski area would be very popular. Properly enforced and regulated, an HOV or bus-only lane could generate three travel mode shifts:

- Existing TART service between residential areas and the ski area would be quickly filled to capacity;
- New public or private transit services between the 64 Acre Tract and the ski areas could generate a large number of park-and-ride passengers, who would park at the 64 Acre Tract and transfer to transit;



- If HOV use of the new lane is allowed, a substantial amount of formal and informal carpooling would be generated. A comparable situation can be found near the East Bay end of the Bay Bridge, where carpools can avoid the lengthy toll plaza delays into San Francisco. Drivers commonly "skim" transit passengers waiting at bus stops in order to qualify for the carpool bypass lanes. Similarly, drivers could park at the 64 Acre Tract safe in the knowledge that they can quickly form an informal carpool for the trip to the ski areas.

Though full quantification of the impact an HOV lane would have on 64 Acre Tract parking demand would require an extensive study (and detailed determination of the characteristics of this facility), it is safe to conclude that demand for several hundred parking spaces could result.

This facility, however, would be faced with a number of environmental concerns, such as Lahontan Water Quality Control Board's regulatory powers over projects impacting the Truckee River. (This impact could be substantial, particularly in the narrow canyon section near Midway Bridge.) As this facility is not included in Caltrans' State Transportation Improvement Program for the next ten years, the chances of actual implementation are very remote. As a result, no accommodations of this facility will be included in the 64 Acre Tract Multimodal Center plan.

#### Drop-off Activity for Transit Passengers

The unique location of the 64 Acre Tract indicates that substantial levels of drop-off and pick-up of transit passengers by persons in private vehicles could occur. This pattern would be particularly strong with two-income households, living along the West Shore, where one job is located north along State Route 89 (at Squaw Valley, Alpine Meadows, or in Truckee), while the other job is located along State Route 28 (Tahoe City, Kings Beach, etcetera).

Carpooling to the 64 Acre Tract, one of these workers could be dropped off for a convenient connection to transit service to work, while the other continues to their job via automobile. A

convenient drop-off area should therefore be included in the multimodal center design.

### Non-motorized Trail Activities

No formal count exists of parking activity at the existing 64 Acre Tract parking area serving the bike trails, such as bicycling, hiking, cross-country skiing, rollerblading and equestrian activities. Informal observations, however, indicate that 30 to 40 spaces would provide an adequate supply for this use.

### Farmer's Market Activities

A farmer's market at the 64 Acre Tract could potentially be successful. The area's existing farmer's market, operated on Thursdays between 9:00 AM and 2:00 PM in June through September at a location on Dollar Hill, attracts up to 25 vendors a day, and up to 1,500 customers per day, according to counts conducted by Placer County. At an estimated vehicle occupancy of 2.5 persons per vehicle, up to 600 customer vehicles and 25 vendor vehicles enter this site on the designated day of operation.

Average length of stay is 20 minutes, indicating an average of 40 customer vehicles at any one time. Assuming that peak activity is 50 percent higher than this average level, up to 60 customer vehicles and 25 vendor vehicles (or a total of 85) are present at this site at the peak.

This existing site is hampered by a lack of parking. Relocation to the 64 Acre Tract could potentially provide additional parking, more booth space, and improved regional access, thereby increasing the attractiveness (and resulting parking need) of the facility.

In light of the other parking needs at the 64 Acre Tract, it is recommended that no additional pavement be provided for Farmer's Market activities. The provision of facilities solely for the Farmer's Market would result in an increase in coverage, traffic generation, and scenic impact. As discussed below, there is little or no opportunity for shared parking considerations that would allow Farmer's Market activities to occur on paved areas

provided primarily for other uses. As Farmer's Market activities are less geographically dependant upon a 64 Acre Tract location than other uses (particularly transportation-related), this analysis indicates that a Farmer's Market on the 64 Acre Tract is infeasible as part of the Multimodal Center.

#### Rafting Activity Staging and Parking Needs

The drought affecting the Sierra between 1985 and 1992 has temporarily precluded substantial rafting activity on the Truckee River between Tahoe City and Alpine Meadows Road. While no specific counts of rafting activity (and the parking demand generated by this activity) prior to the drought are available, those records that are available are both impressive and daunting.

Placer County Department of Public Works's records indicate that commercial permits were issued for 200 rafts at one time. As the commercial rafters typically launched each raft three times over the course of the day, these permits resulted in approximately 600 commercial raft operations per day. Commercial rafting, moreover, is estimated to comprise only one third of total rafting; privately-owned rafts therefore equalled approximately 1,200 per day, for a total of 1,800 raft launchings over the course of a peak day.

Peak parking demand generated by rafting operations can be estimated as follows:

200 commercial rafts at one time x 2 cars per raft = 400 peak cars

1,200 private rafts per day x  
50% on the river at peak x  
0.5 car per raft = 300 peak cars

Total peak rafting parking demand therefore equals approximately 700 vehicles.

Some parking can be accommodated on the "downstream" end of the run, near River Ranch. There are also a number of gravel parking areas along State Route 89 to the northwest of Fairway



Drive, consisting of old gravel pits. In addition, the existing rafting lot on the western portion of the 64 Acre Tract provides 56 spaces for this use.

#### Gatekeepers Museum/Fanny Bridge Area

The existing Gatekeeper's Cabin Museum and the adjacent Fanny Bridge area creates a substantial demand for visitor parking during the peak summer months. No formal counts of parking accumulation are available for this area. Attendance records at the Museum factored by observed visitor vehicle occupancy rates, however, indicate that total demand for parking at the Museum site peak at approximately 53 spaces. A reasonable estimate of peak parking demand for visitors to Fanny Bridge (based solely on casual observation) is on the order of 30 spaces, yielding a total demand for the area (excluding the commercial properties, which are assumed to accommodate parking on-site) of approximately 83 spaces. As only approximately 40 spaces are available in the unpaved Museum parking lot, a net unmet demand of 43 parked vehicles is generated by this area. This excess parking demand is evidenced by the parking activity along the shoulders of State Route 89 to the south of the bridge during the peak summer season.

#### Proposed Interpretive/Information Center

An Interpretive/Information Center is currently being planned for construction on the 64 Acre Tract. These plans currently call for a 100-space parking lot to serve the new facility. Our analysis of the expected visitation levels and patterns indicates that this parking lot size is appropriate for the planned uses. The preferred alternative for this facility sites it near the lake shore in the southeastern portion of the site, served by a new drive that would access State Route 89 opposite the existing drive to the rafting parking lot on the 64 Acre Tract.

The peak parking demand for the Interpretive Center will occur at the same time as the peak parking demand for other services. There is therefore no benefit of siting these facilities together, except to provide a convenient walk for transit passengers destined for the interpretive center.

One reasonable option, however, would be to provide remote parking for a lake-side Interpretive Center as part of the Multimodal Center. Based upon the expected usage patterns of the Interpretive Center and the operational impacts of alternate parking configurations, a remote parking program should have the following characteristics:

- The remote lot should be placed within convenient walking distance of the Transit Center, to allow both shared use during events that generate unusually high levels of demand at either the Interpretive Center or the Transit Center, as well as to allow auto passengers to access both the Interpretive Center and the Transit Center without re-entering their car.
- Access to the Interpretive Center should be provided both via a pedestrian path as well as via a shuttle bus. This bus should continually operate between the remote lot and the Center. To minimize the walking distance (and in competition to the previous point), the lot should be placed as close as possible to the Interpretive Center.
- A minimal parking facility should be provided at the Interpretive Center itself, consisting of approximately 20 spaces. This small lot should be regulated during the peak summer and early fall season for disabled parking only. When the Interpretive Center is open during off seasons, these spaces should prove adequate for typical parking demand without regulation. The availability of these spaces allows the Interpretive Center to operate without providing shuttle service during these off-season periods. In addition, this lot would avoid the need for snow removal of the larger intercept lot.

#### Summary: Transit Activity

Putting together all of the transit services discussed above, Table 1 presents a schedule of bus departures from the proposed Multimodal Center. This schedule includes existing services, such

as the three TART routes and ski shuttles, as well as those proposals that can be reasonably be expected to operate within the next five years based on current plans. As indicated a total of 177 daily bus departures per day can be expected during the peak summer season, 198 during the peak ski season, and 89 during the offseasons. Table 2 presents the same information under a different format, listing departure times to various destinations from the Multimodal Center. An evaluation of the peak number of transit vehicles that can be expected at the facility at any one time is presented as Table 3. Taken together, these tables depict the level of transit activity that would be accommodated by the proposed project.

#### Summary: Parking Demand

The evaluation of parking demand requires analysis over several differing periods. The first step in this process is to evaluate the seasonality of demand patterns. This process was based upon existing records of variation in traffic volumes by month, as well as monthly records of visitation at the Gatekeepers Cabin Museum. A summary of this analysis is presented in Table 4, and depicted in Figure 3. As indicated, park-and-ride activity (excluding skier shuttle parking) would peak during August, at 130 vehicles. Additional spaces needed for the Gatekeepers Cabin/Fanny Bridge area would also peak in August, at 43. Recreational parking (trail use and rafting) would peak in July at 132 spaces over the 58 currently provided at the rafting lot. Finally, spaces required for an Interpretive Center would peak in August at 100.

The bottom portion of Table 4 indicates the total number of spaces required at the Intermodal Center under various use alternatives. As shown, the peak month need ranges from 130 spaces (for park-and-ride activity only) to a high of 405 spaces (for park-n-ride, museum/Fanny Bridge overflow, Interpretive Center, and rafting lot overflow).

The next step is to evaluate demand for parking over a peak day, to assess any potential to reduce the number of spaces required due to "shared parking" considerations. The opportunity for



shared parking occurs when differing parking needs reach their peak at different times over the day, thereby allowing the same parking spaces to be available for different uses over the course of the day. Hourly variation in parking demand, based upon the variation in the Tahoe City Commercial Core observed as part of the Tahoe City Traffic Mitigation Project (Leigh, Scott & Cleary, Inc., 1991) and planned operations at various facilities, is presented in Table 5 and shown in Figure 4. As indicated, all of the proposed uses reach their maximum parking demand levels during the peak summer in the early to mid-afternoon hours. There is thus very little opportunity for shared parking at this facility.

A summary of the number of spaces that would be required under different use alternatives is presented as Figure 5. As indicated, this requirement would range from a low of 130 spaces to a high of 405 spaces. Based upon this analysis, as well as the site design and analysis of impacts presented in subsequent sections, it is recommended that the basic Multimodal Center parking lot be designed to accommodate the park-and-ride parking demand only -- equivalent to 130 spaces. As will be shown below, this is roughly equal to the maximum number of spaces that can be provided under the preferred Transit Center configuration while using only two parking bays (with three or more bays, the attractiveness of the parking lot drops substantially). This recommendation incorporates the following factors:

- Overflow parking for the Gatekeepers Cabin Museum and Fanny Bridge area should be accommodated on State Parks Land immediately adjacent to Fanny Bridge, after the expiration of existing commercial leases in 1997. There would be little opportunity for this parking demand to usurp park-and-ride parking on the proposed Multimodal Center lot, as this "spillover" problem will not occur until the afternoon period after the parking immediately adjacent to the Museum and the Bridge is filled. Even after this time, many visitors to the Museum and Bridge will continue to use the shoulders of State Route 89 rather than using the more remote Multimodal Center lot.

- Skier shuttle parking should be accommodated in the existing rafting lot. It would not be cost-effective to construct additional spaces solely for this very seasonal use when existing spaces are available so close at hand.
- The figures for parking needs relating to rafting activity (even excluding commercial rafting) are very large. It would be a simple matter, given these figures, to justify construction of approximately 150 additional spaces (representing an additional acre of pavement) solely to meet this demand. The construction of this facility, with its attendant environmental impacts, for a use that may not even materialize for several years, appears inappropriate. No rafting spaces should therefore be included in the Multimodal Center plans.
- Parking and booth space needs for a Farmer's Market would occur simultaneously with the peak in parking demand for other needs. As a result, completely new facilities would be required to accommodate the Farmer's Market. There is thus no benefit for siting the Farmer's Market on the 64 Acre Tract in terms of shared use of parking facilities.

The "bottom line" of this parking analysis is that the facility should be sized to provide 130 parking spaces for park-and-ride activity. In non-peak times, these spaces would be available for other uses. If it is determined that parking for an Interpretive Center should be accommodated on the "river side" of the 64 Acre Tract, an additional 100 spaces would be required.

## Section V

### Conceptual Site Plan

Based upon the modal demand analysis and the opportunities/constraints discussed in the previous section, a series of alternate site plans were developed. This discussion first presents the recommended, most straightforward site plan. Alternate plans are then presented that incorporate potential parking for an interpretive center, and potentially the interpretive center itself.

#### Recommended Site Plan

The recommended site plan was developed in a detailed process of maximizing the public transportation and traffic reduction benefits of the multimodal center, while minimizing associated environmental impacts. This site plan is presented as Figure 7, and incorporates the following elements:

- Site access is provided by a new access point immediately opposite the existing access to the Tavern Shores residential area. Aligning access points on opposite sides of the state highway minimizes traffic hazard and the potential for congestion. A median left-turn lane would be required along State Route 89 point for northbound movement into this new access point. As part of this improvement, a southbound left-turn lane would also be constructed. In light of the relatively low travel speeds in the area, separate southbound right turn acceleration/deceleration lanes are not needed. These recommendations meet Caltrans standards for intersection design to ensure safe access to the site.
- An efficient transit terminal is provided along the northeastern border of the parcel. This site was chosen to provide the following:
  - Minimal operating time and cost impacts on transit services, thereby maximizing the attractiveness of transit



service as a mode of transportation;

- Convenient pedestrian access from the transit center to the Gatekeepers Cabin Museum and the Fanny Bridge area. In addition, this site is within reasonable walking distance (five minutes or less walking time) of the western end of the Tahoe City commercial core area;
  - Minimal visual impact, by clustering the terminal adjacent to the electric substation, and removing it at least 100 feet from the highway. This distance protects important, mature vegetation while allowing adequate room for supplemental planting. For the southbound State Route 89 traveler, the fence around the substation blocks a majority of the transit center and parking lot from view. Existing vegetation and long distances provide screening and a sense of separation for the northbound traveler;
  - Minimal noise impact, by again placing the terminal close to the substation, which is the only significant noise generator on the site,
  - Maximum separation between recreational uses on the 64 Acre Tract and the transit terminal.
- This site design incorporates the necessary elements of a modern, convenient transit terminal expected to accommodate the levels of transit activity identified in the Modal Analysis. These elements are as follows:
- The "sawtooth" design has come into common usage at similar transit terminals across the country. This design allows buses to park close together, thereby minimizing pedestrian walk distance between vehicles, while avoiding buses blocking the entrance or exit of another vehicle. Most importantly, this design avoids the need for backing movements, which are a proven safety hazard both to pedestrians, as well as to the vehicles. The curved curb sections connecting the

tangents allow for careful snow plowing without backing movements.

- A total of six bus bays are provided along the central island. This design allows convenient transfers between two TART buses, the Tahoe City -- Truckee bus (currently operated by TART), the Tahoe City Shuttle, and the two Lake Lappers that are scheduled to meet at Tahoe City. The ability for passengers to make these transfers without crossing vehicular traffic is a key element in ensuring pedestrian safety, as well as the ability to quickly make these transfers.
- In addition, a loading/unloading bay is provided for a potential Amtrak Thruway bus serving Tahoe City from the Truckee Intermodal Center.
- Curb space is also provided for two lodging vans dropping off or picking up guests at the Multimodal Center.
- Two small structures are shown in the Transit Terminal. These structures should provide public restrooms (open year-round), enclosed and heated waiting area, and transit and tourism displays. In addition, consideration should be given to staffing this facility on at least a seasonal basis to provide information, as well as to increase security. Finally, a changeable display area should be provided that could be used by the Gatekeepers Cabin Museum, the USFS Interpretive Center, or other groups to provide updated information regarding the history and environment of the Tahoe Basin.
- A bicycle storage locker facility is also provided to promote bicycle use as access to the transit system. In addition to these lockers (which would be rented on a monthly basis), lockable bike racks should also be provided.

- Outside seating areas are also provided along the perimeter of planting areas at either end of the Center.
  - A one-way roadway provides access to the bus bays. One-way operation increases safety by minimizing potential travel path conflicts, while also minimizing required pavement width.
  - This site design provides for very little mixing of transit and private vehicles, thereby reducing the potential for accidents.
- Parking spaces are provided in a two-bay lot to the south of the Transit Center. As shown, these bays are curved to fit around the Center. This curved design minimizes the total land required for the multi-modal center, minimizes the number of trees requiring removal by working around the existing locations, and also minimizes the walking distance between the parking spaces and the Transit Center, as well as between the parking spaces and the Tahoe City Commercial Core. A wide "median" island is provided in this lot to preserve existing trees, as well as to reduce the overall visual impact of the parking lot. Adequate clearance is provided through the lot to allow safe passage by tour buses.
  - A series of bicycle/pedestrian paths are provided to connect the parking lot, the transit center, the rafting parking lot to the southwest, and the Fanny Bridge area to the north. Other than the crossing of the new access road in the northeastern portion of the Tract, this site plan does not impact the existing bike trail.
  - Pedestrian crossing of State Route 89 is a particularly difficult issue. There are three basic alternatives by which pedestrian crossing can be accommodated:
    - A pedestrian undercrossing of the highway would encounter both physical groundwater problems, as well as TRPA regulations regarding ground disturbance:



Chapter 81 grading standards do not allow excavation of over five feet. In addition, pedestrians (particularly visitors from high crime areas) are often reluctant to use an underground crossing. Finally, construction of an undercrossing would result in a serious traffic impact, as one-way flagging would be required.

- A pedestrian overcrossing would encounter other serious problems. Probably the most difficult would be TRPA's scenic thresholds, which may effectively prohibit the construction of a structure that would block drivers' views of Mt. Watson and the ridgeline to the north of Tahoe City.

The effectiveness of an overcrossing would also be marginal. To provide adequate clearance for vehicles, a change of elevation of approximately 20 feet would be required. Experience in other, similar, areas indicates that the majority of pedestrians, provided with the choice of a quick dash across a two-lane road or ascending and descending twenty feet of stairs will choose the former. It thus would be necessary to fence along the highway (as far as is feasible given the location of access points), which generates additional visual impacts.

The substantial elevation difference, coupled with the requirements of the Americans With Disabilities Act, would require a very extensive series of ramps on both ends of the overcrossing. The resulting structure would be quite massive.

- Problems with the previous alternatives leaves only a single feasible alternative -- an at-grade crossing. Based upon existing and forecast pedestrian activity levels during the peak summer season, a pedestrian-actuated crossing signal would meet the applicable "warrant" provided in the Manual of Uniform Traffic Control Devices (Federal Highways Administration, 1988). "Warrant 3: Minimum Pedestrian Volume requires the

following conditions be met for installation of a pedestrian signal: 1) 100 or more pedestrian crossings for each of any four hours per day or 190 or more during any one hour and 2) less than 60 gaps per hour in the traffic stream of adequate lengths for pedestrians to cross the roadway." Both of these criteria are met during peak summer conditions.

To minimize the impact of this new signal on existing traffic conditions, it should be located in a "mid-block" location, away from a driveway or access point. A mid-block signal would only be activated when a pedestrian presses a push-button, while a signal at a driveway would require highway traffic to be stopped every time a vehicle in the driveway actuates a detector loop.

The most useful location for this signal would be at the southern end of Fanny Bridge, where it could assist pedestrians crossing from one side of the bridge to the other. The presence of driveways at this location, however, precludes this option unless and until California State Parks decides to not renew the leases in this area in 1997. The alternate location for this crossing would be approximately 80 feet south of the northern access point for Truckee River Bank.

Additional discussion regarding the feasibility of this pedestrian crossing is provided in the Impact Analysis section of this report.

- The visual impact of the multimodal center is minimized by this alternative by placing the transit center immediately adjacent to the electric substation. No matter the quality of architectural design, the mere presence of the buses will result in a negative visual impact of the transit terminal. Placing this terminal immediately adjacent to the substation clusters unattractive uses and allows supplemental planting to be more effective in screening both uses. More importantly, this location allows the majority of the riverside parcel to

remain in its natural appearing state.

- This site plan provides a smooth transition in land uses from the urban uses of the Fanny Bridge area and the substation through the transition use of the parking lot to the relatively natural setting of the remaining portion of the 64 Acre Tract.
- Adequate space is provided for Best Management Practice controls on runoff from the paved areas downslope from the facility and upstream from the edge of the stream environment zones.
- If future changes in parking demand indicate the need for additional parking, this site plan provides a straightforward opportunity to add a full or partial third bay to the south of the planned parking lot.

#### Rejected Site Options

There were a number of site design options that were considered as part of the design process, but were ultimately rejected:

- One option that was considered and subsequently rejected was to "flip" the locations of the parking lot and the transit center. While this option would reduce walking distance between the parking lot and destinations in the Fanny Bridge and Tahoe City areas, it would also yield a relatively great visual impact, a greater loss of existing trees, a greater intrusion into the remainder of the tract, and a relatively long walking distance between the transit terminal and destinations to the northeast.
- Another option considered was to extend the Transit Center to provide eight bus bays around the island. This would have allowed transfers to and from the Amtrak Thruway bus as well as the lodging vans without requiring passengers to cross vehicular traffic. The length of this facility, however, would intrude into the stream environment zone in the northwest corner of the site. This longer layout, moreover,



requires all buses to travel a longer distance on the adjacent one-way road.

- Finally, developing the Transit Center with access provided by the existing roadway serving the rafting parking lot was considered and rejected. Locating the Center adjacent to this roadway would substantially reduce its effectiveness by requiring roughly an additional 600 feet in walking distance between the Center and the Tahoe City commercial core. Alternatively, constructing a roadway linking this existing roadway to the preferred site would require a substantial amount of out-of-direction travel for the many transit and private vehicles using the center. This roadway, moreover, would increase overall coverage and visual impact, as well as further intrusion into the remainder of the parcel.

#### Site Plan With Remote Interpretive Parking

One option to the recommended site plan would be to provide the 100 spaces identified for the proposed Interpretive Center as part of the Multimodal Center parking lot. As discussed above in the Modal Analysis, this lot should be within convenient walking distance of the Transit Center, as well as close as possible to the Interpretive Center. This lot should be accessed via a common driveway with the park-and-ride parking, allowing the shuttle van to circulate within both the Interpretive Center parking area and the park-and-ride parking.

As shown in Figure 8, this additional parking area is best located immediately south of the park-and-ride lot, at the southwest end of the new access drive. This lot should be oriented along an southeast-northwest access to provide convenient walking paths between the spaces and the walkway to the Interpretive Center. This lot location also minimizes the removal of existing trees, and provides adequate distance between the lot and the highway to buffer visual impact.

Providing access to the Interpretive Center lot via the new, northerly access point would actually result in more efficient shuttle operations than would access off of the existing rafting lot

road. Access to a "lake side" Interpretive Center would be provided opposite the existing access to the rafting lot; direct crossing of both directions of State Route 89 traffic by the shuttle van would be very difficult during peak seasons. With access to the lot provided to the north, however, the shuttle driver in both direction need only wait for an adequate gap to turn right in either direction, and then use the left-turn lane to wait for a gap in the opposite traffic stream before completing the trip. As a result, delay to the shuttle van would be significantly less, thus reducing overall travel time during congested periods.

In terms of implementation, an important consideration is the fact that very little of the recommended Multimodal Center plan would require modification to add the remote Interpretive parking. It thus would be very feasible to proceed with the Multimodal Center plans prior to a final decision (or funding) for the Interpretive Center, knowing that the Interpretive Center lot could be added at a later date.

This alternative, while continuing to provide a desirable location of the transit terminal, increases the view of parked cars for those traveling along the scenic corridor. The remote lot is located behind the desirable scenic setback in this arrangement, with adequate room to provide supplemental planting. However, compared to the recommended site plan, this alternative will increase the view of man-made features and decrease the view of a relatively natural site.

#### Alternate Transit Center Site Plan With Remote Interpretive Parking

Figure 9 presents a feasible alternate Transit Center/Park-and-Ride lot design, along with the remote parking for the Interpretive Center. This site plan would align the Transit Center along a northeast/southwest axis, with Park-and-Ride parking wrapping the south and west sides. As a Transit Center, this design would work as well as the recommended design: transit vehicle travel distances are equivalent, and the design of the center itself is similar. The major benefit of this site design is that it provides the bulk of the parking several hundred feet closer to the Tahoe

City Commercial Core area. In addition, auto passengers parking in the lot and walking to the commercial core area need not cross transit traffic.

There are, however, a number of offsetting disadvantages to this site design:

- The visual impact of the Transit Center is substantially greater than the recommended site design. Providing the bus bays roughly parallel to State Route 89 places them in view of a driver on the highway for a substantially longer time. A greater number of mature trees would have to be removed, losing their screening value, as well as their contribution to the overall forest view. The degree of intrusion into the site is higher, reducing the length of a natural appearing view, replacing it with a longer view of man-made features. The view of parked cars (particularly in the remote interpretive center lot as presented in this alternative) would score poorly in the TRPA scenic evaluation system and would be very difficult to adequately mitigate.
- Private vehicles would travel directly behind the bus bays, which creates some degree of increased safety risk.
- A longer walking distance is required for transit passengers to access the Fanny Bridge area or the Commercial Core.
- This option has a greater overall impact on the 64 Acre Tract, as it extends further into the site. It thus reduces the options for other future uses of the parcel.

Overall, this option is considered inferior to the recommended alternative, largely because of the greater visual impact and the greater impact on the site.

Alternate Transit Center Site Plan With Adjacent Interpretive Center

The final alternative, presented in Figure 10, incorporates the interpretive center into the Multimodal Center design. As indicated, the recommended site for the Multimodal Center is



located south of the alternate Multimodal Center site. Factors that went into this site design consist of the following:

- This Interpretive Center site was chosen to 1) provide a relatively short walking distance between the Center and the pier (as many visitors would desire to walk to the Lake), 2) allow at least a screened view of the Lake from the Interpretive Center through a moderate tree removal plan, 3) minimize noise impact on the Center from both State Route 89 west of the Wye as well as the Multimodal Center, and 4) minimize the number of trees requiring removal.
- In addition, careful consideration was given to the relationship between the Interpretive Center and the Multimodal Center. There are evident benefits for siting these two facilities in close proximity, in terms of the convenience of transit access to the Interpretive Center. There are also, however, serious drawbacks in siting these facilities too closely together. No matter how carefully designed, the Multimodal Center will be a busy, "hardscape" area, that will generate some measure of noise, dust, and visual clutter. It thus is not conducive to the natural experience that is desired for the Interpretive Center. The indicated site plan provides for convenient walking access from the Multimodal Center, while providing adequate distance to minimize these negative impacts.

Given the many needs for transit travel through the area, only a small portion of total transit passengers will be accessing the Interpretive Center. The Multimodal Center, moreover, is designed to operate as a "transfer point": buses will be timed to allow passengers direct transfers from one bus to another. There should therefore be few passengers waiting for buses with sufficient time to visit the Interpretive Center, no matter how closely located to the Multimodal Center.

- Direct access is provided from the Multimodal Center to the existing raft parking roadway. This second access provides a number of benefits:

- More convenient access into the Interpretive Center for motorists,
- A reduction in the mixing of transit and automotive traffic immediately east of the Multimodal Center,
- The ability for northbound buses to access the Multimodal Center from the south, providing more direct access to the bus bays,
- The ability to sign the northern access point for the Multimodal Center and the southern access point for the Interpretive Center, thereby reducing motorist confusion and indecision.

The impact of this alternative on the "river side" portion of the 64 Acre Tract is evidently much greater for this option than for the preferred site plan. While this final option indicates that the transportation functions of the Multimodal Center can be accomplished while incorporating the Interpretive Center, the overall decision regarding the Interpretive Center site clearly rests on much more than transportation-related issues alone.

Two important drawbacks to this alternative are evident:

- This Interpretive Center location does not meet the primary goals for such a facility identified in the USFS DEIS. Specifically, it fails to provide adequate interpretive opportunities for Lake Tahoe, which is the primary objective of the facility.
- The scenic impacts of this alternative are substantially higher than for any of the others considered. (This includes proposed actions on the lake side parcel.) This arrangement, or any other reasonable site plan, which locates all the envisioned facilities on the river side parcel, significantly increases the view of man-made features at the expense of a predominately natural view. This action would likely increase the view of man-made features from SR 89

over that which existed prior to 1986 (i.e., Tahoe Tree Company, a trailer park and Williamson Engineering). It would be difficult to develop mitigation measures to adequately address this impact.

### Provision of a Multimodal Center on the "Payless Property"

Given the need to develop the Multimodal Center in close proximity to the Tahoe City Wye, existing land availability indicates that there is only a single potential alternate site for the Multimodal Center: the "Payless Property" immediately to the west of Lucky Market along the northwest side of SR 89. A site evaluation indicates that it would be physically possible to provide the Multimodal Center, including the park-and-ride parking, on this site, though essentially the entire site would be required. Access would be provided via a new unsignalized access onto SR 89 near the southwest edge of the site, as well as by an easement through the Lucky parking lot to the traffic signal at the Wye.

Development of this site would have some advantages over the 64 Acre Tract:

- This site would provide a greater visibility for the Multimodal Center, and to transit service in general, as there is a higher traffic volume along this portion of SR 89.
- Transit operations would be marginally improved, as signalized access would be provided onto the highway.

There are, however, a number of disadvantages and area of concern regarding this potential site:

- Perhaps most importantly, this site may not be available for public use, as negotiations between Placer County and Payless have yet to be resolved.
- Even if in public hands, it may be impossible under TRPA regulations to construct the Multimodal Center unless the land capability is amended to remove the Stream



## Environment Zone designation.

- If transferred to public ownership, most or all of the site is probably needed as a stormwater treatment area for the commercial core area of Tahoe City. This issue appears far from resolved, as the Placer County Board of Supervisors has recently instructed that additional design and analysis work be conducted on the entire issue.
- Given its location, mitigating the runoff from a Multimodal Center on this site would be difficult if not impossible, as there would be no space for on-site detention. As there is little opportunity for a gravity feed treatment pond between the site and the Truckee River, pumping to an uphill retention pond may be required to meet Lahontan Water Quality Control District standards for stormwater discharge.
- Substantial reconstruction of the Lucky parking lot would be required to allow safe access of transit vehicles to the signalized intersection.
- The visual impact of this site would be substantially greater than at the 64 Acre Tract site, as there is no existing vegetation and there would be very little opportunity for screening.

A final and compelling argument favoring the 64 Acre Tract site over the Payless site is that construction of the Multimodal Center could potentially proceed earlier on the 64 Acre Tract. Plans on the Payless site would be contingent on the settlement of the public availability, buildability, and water quality issues. Given the longevity of these issues to date, construction of a Multimodal Center on the Payless site would be delayed for several years at a minimum.

## Other Conclusions

A key conclusion of this planning process is that the Multimodal Center parking facility should be sized to address the transit-related and intercept parking needs, but not to accommodate

other potential uses, such as rafting parking, overflow parking from the Gatekeepers Cabin Museum/Fanny Bridge area, or the Farmer's Market. While it is the Consultant's studied opinion that the Multimodal Center site is an inappropriate location to accommodate these other demands, it should not be inferred that these uses could not be accommodated elsewhere on the 64 Acre Tract.

A new alignment for State Route 89 south of the Truckee River could provide a wide range of benefits. Rather than a "bypass" (which infers that the existing roadway would remain), this project should be considered a "relocation" and include a substantial reduction, if not complete elimination, of existing traffic across Fanny Bridge. With relocation of the highway, the Fanny Bridge area could be transformed into a quality visitor/interpretive center. Traffic across Fanny Bridge could be restricted to transit vehicles only, or could also include only those private vehicles destined to or from the commercial uses immediately south of the Bridge. The existing State Route 89 would thus be closed immediately to the south of the Truckee River Bank Building. Access to the Multimodal Center site for private vehicles could be provided either from the remaining portion of existing State Route 89 from the south, or by a new roadway connecting the Multimodal Center lot with the existing 64 Acre Tract drive in the vicinity of the rafting parking lot. The large area currently used by the Wye could be transformed into a series of parking bays surrounding the existing landscaping.

While far outside of the scope of this study, it is worth noting how improvements on the 64 Acre Tract can fit into overall improvements to the Tahoe City Commercial Core area. Many similar tourist destinations have proven the benefits of intercept parking coupled with a strong program of pedestrian improvements, in terms of traffic and parking demand reductions, as well as increased commercial activity. The Multimodal Center plan presented in this document would provide half of this equation. A series of pedestrian improvements along the travel path stretching from the Multimodal Center past the Fanny Bridge area, up Mackinaw Street and into the Commercial Core could provide the other half of this successful equation. By providing

the parking and transit "anchor" to this pedestrian system, a Multimodal Center on the 64 Acre Tract could help spur further efforts towards a more attractive and liveable Tahoe City.



## Section VI

### Impact Analysis

The following discussion presents a general analysis of potential impacts associated with a Multimodal Center on the 64 Acre Tract. This evaluation is not intended to present the full and formal environmental impact assessment of the proposal, but rather to identify any substantive environmental problems resulting from the proposal, as well as preliminary mitigation measures.

#### Traffic Generation Analysis

An evaluation of the traffic generation expected from the Multimodal Center is presented as Table 6. As indicated, a total of 937 one-way vehicle-trips are forecast to be generated by the proposal over the course of a peak summer day. During the peak hour of traffic activity (roughly 5:00 PM to 6:00 PM), approximately 48 vehicles would enter the site and 75 vehicles would exit the site. The majority of these trips do not represent completely new trips on the highways: rather, they represent existing vehicle-trips that would divert into the Multimodal Center to serve passengers or to access transit services.

#### Traffic Distribution and Assignment Analysis

The distribution of site-generated traffic on the adjacent roadway system is impacted by a number of factors:

- The location of residences for Tahoe City employees choosing to use the shuttle service;
- The pattern by which visitors using the shuttle service approach the Tahoe City area;
- The relative location of resorts and lodges that will provide shuttle service to the Multimodal Center; and

- The routes used by scheduled bus service (TART, Lake Lapper, and Amtrak Thruway), as well as private shuttle vehicles.

The other distribution effect is the removal of existing cars from the roadways by diversion into the Multimodal Center. Drivers currently travelling into Tahoe City from the West Shore that decide to use the shuttle service, for example, will result in a reduction in the northbound through movement.

Taking all of these factors into account and assigning the trip generation cited above accordingly, the total peak-hour traffic assignment at the access intersection is as follows:

Eastbound Left	44 vehicles per hour
Eastbound Through	0 vehicles per hour
Eastbound Right	33 vehicles per hour
Northbound Left	18 vehicles per hour
Northbound Through	-14 vehicles per hour
Southbound Through	-29 vehicles per hour
Southbound Right	30 vehicles per hour

#### Level Of Service Analysis

Level of Service (LOS) is a quantitative and qualitative measure of traffic conditions on isolated sections of roadway or at intersections (see Appendix A). LOS ranges from "A" (with no congestion) to "F" (where the system fails with gridlock or stop-and-go conditions prevailing). Intersection LOS was conducted using the "Highway Capacity Software" package, based upon the procedures presented in the Highway Capacity Manual (Federal Highways Administration, 1989). The results of this analysis were as follows:

<u>Movement</u>	Existing LOS	LOS With <u>Multimodal Center</u>	LOS With Both Multimodal and <u>Interp retive Center</u>
-----------------	-----------------	--------------------------------------	------------------------------------------------------------------------

Eastbound Left	—	E	F
Eastbound Through	—	E	E
Eastbound Right	—	A	A
Westbound Left	E	E	E
Westbound Through	—	E	E
Westbound Right	A	A	A
Southbound Left	B	B	B
Northbound Left	—	B	B
All Others	A	A	A

As indicated, left turns and through movements out of the eastbound and westbound approaches will experience an LOS of E with construction of the Multimodal Center; the eastbound left would degrade to an LOS of F if this access point also serves as the sole access for the Interpretive Center parking lot.

This relatively poor LOS for existing left turns is generated by the heavy seasonal through movements on State Route 89, rather than the traffic levels exiting the Multimodal Center. An LOS of E to F is typical for left turn movements onto the state highways at unsignalized intersections throughout virtually the entire Tahoe Basin during the peak summer tourist season. As the Tahoe Regional Planning Agency has no adopted standard for unsignalized intersection LOS, this traffic condition cannot be considered a significant impact.

Delays would be encountered during peak traffic periods by drivers turning left out of the site onto SR 89 northbound. Variation in traffic levels on State Route 89 indicates that, for the majority of the time, access out of the Multimodal Center will not be hindered by congestion. During the peak summer season of traffic activity, however, a Traffic Control Officer would be required to assure safe and timely exiting of vehicles. Based upon existing traffic patterns, a reasonable estimate of the necessary schedule for the Officer would be Noon to 6:00 PM, for the months of July and August.

The level of service provided by the Wye intersection would be marginally improved by this proposal. Transit vehicles would have no impact on LOS, as they would be passing through this



intersection in the absence of a Multimodal Center. The removal of existing auto traffic by the shuttle system, however, would result in a slight reduction (approximately 30 vehicles per hour) in the total traffic volumes making critical movements through this intersection.

## Traffic Safety Analysis

There are a number of aspects of the recommended plan that generate a potential safety impact:

- The creation of a new leg of the existing Tavern Shores intersection will generate additional potential for vehicle conflict, thereby generating some level of risk. The provision of left turn lanes however, will minimize this risk in the northbound direction, and reduce existing risk for southbound left turning vehicles into Tavern Shores. In addition, adequate sight distance is currently provided in all directions at this proposed driveway location.
- The proposal will result in an increase in pedestrian crossings of State Route 89. The provision of an actuated signalized crosswalk, however, will help to both organize pedestrian activity, as well as to alert drivers to the potential hazard. As a result, pedestrian safety hazard will be minimized.
- Bicyclists on the West Shore bicycle trail will be required to cross the access drive for the Multimodal Center at grade. As a result, there will be an increase in the potential for bicyclist/motor vehicle conflicts. The proposed design, however, provides for adequate sight distance at this bicycle crossing location to minimize any potential for bicycle hazard.
- The provision of an off-street transit terminal will eliminate the existing substantial traffic safety hazard resulting from passengers transferring between TART buses along State Route 28 immediately east of the Wye, who are currently forced to cross the highway at a busy merge point. Often,

these passengers run across the highway to catch the bus. Provision of the Multimodal Center would allow these transfers to occur with no potential for pedestrian/vehicular conflict.

Overall, no undue traffic safety hazard is expected to result from the proposed project.

### Parking Condition Analysis

As discussed in the modal analysis, adequate parking conditions would be provided for forecast park-and-ride activity. With the use of the existing rafting lot, adequate parking conditions can also be maintained for ski shuttle service. This proposal, however, will not meet the requirements of peak rafting demand, which would require extensive additional parking. Prior to provision of additional parking on the State Park lands, moreover, parking shortages may continue to occur due to the demand for parking generated by the Fanny Bridge area.

### Vehicle-Miles of Travel (VMT) Analysis

An evaluation of the quantifiable impacts of the Multimodal Center on regional Vehicle-Miles of Travel (VMT) is presented as Table 7. For each of the types of vehicle-trips attracted to the site, an estimate is made of the change in trip length resulting from the Multimodal Center. Tahoe City employees that use the shuttle service, for example, would reduce their total trip length from West Shore and Highway 89 North residential locations by approximately 0.5 miles. When multiplied by the number of vehicle-trips, the total VMT impact of each trip type is found. Summed, the total VMT impact that can be quantifiably estimated is shown to be 82 per day.

Qualitatively, there will be a more substantial VMT reduction resulting from the increase in transit service ridership generated by the construction of the Multimodal Center. The provision of an attractive and convenient place to either transfer between buses or to leave one's vehicle to ride transit has a definite beneficial impact on transit ridership, and a corresponding definite

reduction in VMT. The transit planning literature, however, does not provide a quantitative means of estimating this benefit; as a result, no quantifiable benefit can be claimed.

## Air Quality Impact Analysis

### Traffic-Related Impacts

Based upon the Vehicle-Miles of Travel analysis, it can be concluded that regional air quality will be at least marginally improved by the provision of the Multimodal Center. Overall emissions of major pollutants, such as carbon monoxide and particulates, will be reduced slightly.

The Tahoe Region's most serious air quality problems is generated by carbon monoxide levels. This pollution problem is very local in nature, dispersing within several hundred feet of the source concentration. In Tahoe City, the highest "hot spot" levels are found around the Wye area, with its concentration of vehicular activity. A portion of this concentration is currently generated by TART vehicles, which layover for up to ten minutes at a location immediately east of the Wye. Relocation of this idling vehicles to the 64 Acre Tract will reduce overall carbon monoxide emissions in this "hot spot" area.

### Construction-Related Impacts

Site clearing, grading, utility excavation and travel on unpaved surfaces during construction will add small amounts of fugitive dust into the local airshed. This dust settles on nearby horizontal surfaces when wind speeds within leaf or needle canopies drop to near calm conditions, resulting in more of a soiling nuisance rather than an adverse health impact.

Construction activities, especially from diesel-powered equipment, will add combustion gases and fumes to the airshed near the construction site. These emissions will be spread over the construction period of the project, and will be dispersed by the mobile nature of the source (off-site trucks). In light of the generally good air quality of the airshed and the short-term



nature of construction impacts, these emissions will not create a significant impact.

## Noise Impact Analysis

The TRPA sets a CNEL standard (dBA) of 55 for the Plan Area (174) including the 64 Acre Tract. The TRPA Goals and Policies also identifies transportation corridors which "override" the land use CNEL values. For State Route 89, this standard (55 dBA within 300 feet of the roadway) is the same as the Plan Area standard. Almost all of the Multimodal Center as indicated in the Preferred Plan will fall within this 300-foot corridor.

Information concerning ambient noise levels for the 64 Acre Tract has not been collected. Noise data contained in the TRPA Regional Transportation Plan – Air Quality Plan, and 1991 Environmental Threshold Report provides the most current information concerning noise levels near the area.

<u>Plan Area</u>	<u>Title</u>	<u>Maximum CNEL</u>	<u>Monitored CNEL</u>
001A,	Tahoe City,	60 dB(A)	52 dB(A)
002,	Fairway Tract	55 dB(A)	52 dB(A)
171	Tavern Heights	55 dB(A)	51 dB(A)

In addition, Brown-Buntin Associates, Inc. conducted a noise measurement on the "lake side" portion of the 64 Acre Tract as part of the EIS process for the Lake of the Sky Interpretive Center (Revised Draft Environmental Statement Appendices: Lake of the Sky Facility, U. S. Forest Service, Lake Tahoe Basin Management Unit, 1992.). This measurement, conducted in June of 1991, indicates a CNEL of 52.6 dBA, due largely to traffic noise generated along State Route 89. This CNEL is estimated to be higher immediately adjacent to the Sierra Pacific Power substation, which is estimated to generate a CNEL on the northeastern boundary of the 64 Acre Tract of 61.6 dBA.

The impact of traffic noise generated by traffic using the Multimodal Center parking lot can be made based upon information presented in Table 6, above, regarding traffic generation, an average Sound Exposure Level (SEL) of 71.4 (per

the Brown/Buntin study), and the following formula:

$$\text{CNEL} = \text{SEL} + 10 \log N_{\text{eq}} - 49.4\text{dB}, \text{ where}$$

SEL = logarithmic mean of the SEL values

$N_{\text{eq}}$  = sum of the daytime events +

3 x sum of the evening events (7:00 PM to 10:00 PM) +

10 x sum of the nighttime events (10:00 PM to 7:00 AM)

Applying this formula to the data results in a CNEL level measured 50 feet from the edge of the parking lot of 50.7 dBA.

Diesel transit vehicles typically generate sound levels in excess of this standard. Measurements reported in Transit Vehicle Noise Emission Levels in Yosemite National Park (Federal Highway Administration, 1981) indicate that a standard diesel bus generates approximately 75 dBA while cruising, and 77 dBA while accelerating. Similarly, a shuttle vehicle generates approximately 71 dBA while cruising and 74 dBA while accelerating. Assuming an average SEL level of 76 dBA for the transit fleet, overall CNEL impact can be found to equal approximately 52.8 dBA.

Considering the noise impacts of proposed new uses identified above, as well as the existing noise generated by the substation, it can be concluded that no significant noise impact will be generated by the operation of the Multimodal Center and associated parking.

### Scenic Quality Impact Analysis

Roadway Unit #14 – Tahoe Tavern encompasses the 64 Acre Tract along S.R. 89. In 1986, the travel route rating for this unit was 13. Since 1986, the USFS removed existing site uses visible from the scenic highway (Tahoe Tree Company, Williamson Engineering, and a trailer park), organized rafting parking, and substantially restored the remainder of the site to a near natural condition. As a result, the 1991 TRPA Threshold evaluation raised the score of the entire scenic unit by one point, to 14. (That

actions on any one parcel within a scenic unit can amend the travel route rating by such a large extent is unusual and illustrates the importance of this site within the unit.) The TRPA thresholds require attainment of at least 16 in all roadway units be realized by 2007. The TRPA Scenic Quality Improvement Program and the Tahoe City Community Plan further define scenic improvement necessary in this unit as follows: reach 15 by 1997 and 16 by 2007 (Revised FEIR/FEIS, Tahoe City Community Plan, page 5-105).

Specific to actions near the 64 Acre Tract, the EIS for the Tahoe City Community Plan identifies expected improvements from continuing the landscaping aspect of the urban improvement streetscape project in this area, undergrounding utility lines, and relocating or substantially screening the power substation; expected impacts originate from development of a community parking lot and transit stop. Required mitigation measures identified for a community parking lot include maintaining a generous setback and providing substantial additional landscape screening. To reach threshold attainment by 2007, additional actions in other areas of the unit must occur, while the 64 Acre Tract must maintain its present contribution to the rating system. (Revised FEIR/FEIS, Tahoe City Community Plan, pages 5-104 to 5-112)

A transit center and large parking lot, by their nature, present concerns for attainment of the travel route scenic threshold in this unit. These features present to the viewer a high degree of clutter which not only attracts attention *to* man-made features, but also tends to distract attention *from* natural ones. Additional ingress/egress, necessary signage, and a pedestrian activated stop light increase physical distractions for drivers, which reduces the enjoyment of the driving experience. The other criteria affected includes views of a natural landscape (i.e. physical space used for new facilities supplants a relatively natural landscape). Without mitigation, any site plan contemplated could reduce the current travel route rating.

Section V of this report describes the general visual characteristics of the various site plans considered. The recommended site plan produces a superior travel route rating



over the other alternatives as follows:

- View of man-made features -- For southbound travelers, the fence at the power substation will screen a large portion of the most objectionable view until the vehicle is approximately 150 feet from the intersection. The view of the transit center and parking lot for this travel direction passes quickly as the travelers continue southward. All of the other alternatives considered place additional facilities to the south, retaining them in view for a longer portion of the drive. For northbound travelers, existing vegetation and substantial distance from the roadway minimize the visual impact of a large parking lot in the recommended site plan. The orientation of the facilities places the narrow dimension toward the viewer, which is easier to more effectively screen. Again, all of the other alternatives spread out the planned facilities along the highway, keeping them in view for a much longer period. The alternative which sites all facilities (including the interpretive center) on the riverside parcel is substantially inferior to the recommended site plan for this criteria in both travel directions from S.R. 89.

With the following measures developed as part of the project plans for the recommended alternative, the score for man-made features in this scenic unit should remain 2.5: maintain the setback shown, place additional tree and large shrub plantings between the new development and the highway and within the parking lot median, and locate landscaped berms where necessary (e.g. around the entrance and transit islands) and place solid fences or walls in select locations (e.g. along the tour bus waiting lane).

- Physical distractions -- All of the alternatives considered will produce an increase in distractions for the drivers from the following features: additional driveways, generation of additional pedestrian crossings, use of a pedestrian activated traffic signal, and additional signage. The recommended site plan (and assuming the interpretive center on the lakeside parcel) produces two new driveways and one pedestrian crossing. The alternatives which locate remote interpretive center parking near the transit center produce two new

driveways and two pedestrian crossing points. The alternative which includes all of the facilities on the riverside parcel produces one new driveway and two pedestrian crossing points.

Necessary actions to avoid reduction in this criteria may be difficult and expensive to achieve. An acceptable plan could include use of a *very limited number* of low height signal poles (colored a dark color), removal of some number of utility poles and associated undergrounding of telephone wires, and development of a low key signage plan for the transit center. It is uncertain whether these features could meet Caltrans' development standards and probable project cost restrictions. A slight reduction in the current 2.0 score for this criteria could result from this plan, yet may not be of sufficient scale to cause unit-wide degradation.

- Views of the Landscape -- The recommended site plan produces the least impact on existing natural views of the site. It clusters new public service development next to that already existing in a tight configuration. Very little of the open forest view is violated with this plan. All of the other alternatives considered produce greater impacts. Those with the transit center oriented roughly parallel to the highway and which include an interpretive center on the riverside parcel remove nearly all the undisturbed, open forest view. The nature of the existing forest (widely spaced trees with low growing understory) is poorly organized for absorbing this level of development without significant impact. Through adherence to the recommended site plan's layout and the landscaping provisions noted above, the current score of 2.5 for this criteria should be maintained.

This discussion illustrates that the recommended site plan produces fewer impacts on the scenic quality of Roadway Unit #14 than do any of the other alternatives. Development of a transit center and community parking lot as shown could, with reasonable mitigation measures incorporated into the design plans, avoid scenic degradation and therefore significant impact. Adequate mitigation *may* also be available for addition of a pedestrian activated traffic signal, yet this outcome is far from

certain. This feature of the recommended plan deserves additional study prior to implementation.

### Recommended Environmental Improvement Measures

Based upon the analysis presented above, the sole significant impact of the project would be on scenic quality. Screening will be necessary to reduce the length and prominence of the transit center and parking lot view. This will likely require a combination of the following elements: supplemental planting of trees and tall understory shrubs between the transit center/parking lot and the highway, supplemental planting in the parking lot median (and perhaps in the parking lot itself), landscaped berms, and low (4 to 5 feet) fences or walls constructed in key locations to augment vegetative screening.

As the proposed project is not forecast to result in any other significant impacts, no additional "mitigation measures" are required. This environmental review, however, has identified a number of measures that can minimize the project's overall environmental impact:

- Heavy duty mufflers should be installed and regularly maintained on all transit vehicles.
- Traffic regulations should be posted and drivers should be trained to prohibit rapid acceleration of transit vehicles while in the Multimodal Center.
- Do not provide for rafting parking, a Farmers Market, or overflow parking for the Fanny Bridge area.
- Construct left turn lanes along State Route 89 at the proposed access point.
- Construct a pedestrian-actuated crossing signal on State Route 89 in front of the Truckee River Bank building.
- Prohibit the use of public address systems at the



## Multimodal Center

- Use glare shields on onsite lighting fixtures to ensure that parking lot lighting does not escape the site.
- Provide for on-site drainage facilities and treatment.
- Standard construction practices should be followed to reduce the noise emissions associated with construction activities. Activities outside of normal working hours should be minimized or avoided as much as possible.

## Conclusion

This review of probable environmental impacts indicates that the Multimodal Center outlined in Section V can be accommodated on the 64 Acre Tract without significant impact in accordance with existing environmental regulations, as long as the mitigation measures identified above are implemented. This review further indicates that other uses of the 64 Acre Tract, such as an Interpretive Center, additional rafting parking, trailhead parking, Farmers Market, or relocation of SR 89 could be accommodated along with the Multimodal Center. Finally, it can be concluded from the analysis that the construction of an Interpretive Center would not preclude a Multimodal Center on the 64 Acre Tract. A decision regarding the Interpretive Center is therefore largely independent of a decision regarding the Multimodal Center.

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Bob Bick

# 64-Acre Tract Intermodal Transit Center

## TRAFFIC, TRANSIT, PARKING AND CIRCULATION ANALYSIS

September 1998



Prepared for:  
United States Forest Service  
Lake Tahoe Basin Management Unit  
Tahoe Regional Planning Agency  
Placer County



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# **64-Acre Tract Intermodal Transit Center Traffic, Transit, Parking, and Circulation Analysis**

**Prepared for:**

**United States Forest Service  
Lake Tahoe Basin Management Unit  
Tahoe Regional Planning Agency  
Placer County**

**Prepared by:**

**Balloffet & Associates, Inc.  
and  
Krager and Associates, Inc.**

**September 1998**



# Executive Summary

This traffic, transit, parking, and circulation analysis has been prepared to identify the potential consequences of developing an Intermodal Transit Center at the 64-Acre Tract in Tahoe City, California. The site is adjacent to State Route (SR) 89, south of its intersection with SR 28, commonly known as the Tahoe City “Wye,” and the “Fanny Bridge” over the Truckee River.

There are two conceptual designs for the Intermodal Transit Center: one has a single access point on SR 89 and the other has two access points to the highway. The Intermodal Transit Center is to provide parking for six buses at a time. The facility is also to provide an enclosed structure with a heated waiting area to serve 40 patrons. A paved transit and community parking area is to be provided with 130 spaces to support the Intermodal Transit Center. An area for the development of 80 paved parking spaces is also to be provided to support the development of the Lake of the Sky (LOTS) interpretive facility by the U.S. Forest Service (Forest Service).

As a result of the *Lake of the Sky Facility Final Environmental Impact Statement and Record of Decision* (July 1997) the Forest Service made a decision to develop the LOTS on the east or lake side of SR 89. Appeals to this decision made on behalf of property owners adjacent to the site of the proposed LOTS resulted in a settlement agreement. The Forest Service agreed to defer implementation of its decision until after the preparation of an analysis of the consequences of the development of the Intermodal Transit Center with respect to traffic, transit, parking, and circulation. The analysis was also to include the consequences of developing the LOTS as proposed on the east side of SR 89 as well as with it located on the west or river side of the highway.

This document presents the results of the analysis and fulfills the conditions of the Forest Service settlement agreement. The document contains an “Introduction” that identifies the context of the report; a “Setting” that describes the site and its characteristics; a description of “Existing Conditions” that provides information on the current state of traffic, transit, parking, and circulation at the site; and separate presentations of “Analysis,” “Results,” and “Conclusions.”

The findings that can be drawn from the information presented in this document are that the Intermodal Transit Center will help encourage the use of transit in the Lake Tahoe Basin, will help reduce traffic, and any potential impacts associated with its development and operation could be mitigated.

Traffic on SR 89 in the vicinity of the 64-Acre Tract is a major problem during peak periods that occur during the summer from the Fourth of July holiday through the Labor Day weekend and during winter weekends when the local ski areas are in operation. Providing additional transit opportunities will help reduce dependence on the use of private automobiles.

The additional traffic associated with the Intermodal Transit Center and its parking lot, with either a single access point on SR 89 or with two access points, is minor compared to existing and future peak conditions of SR 89 and at critical intersections in the area. In addition, with the development of the LOTS on either side of the highway, the combined traffic contribution of both facilities and their



parking lots is also minor compared to existing and future peak conditions on SR 89 and at the critical intersections.

With respect to transit, the proposed facility is adequate to support the two buses per hour currently operated on the north and west shore by the Tahoe Area Regional Transit (TART) system as well as the Truckee Bus, the Tahoe City Trolley, the Lake Lapper, and other transit vehicles provided by ski areas and rafting companies. The facility is of sufficient size to accommodate foreseeable transit needs. The provision of a central, safe transfer point will also be beneficial as will the provision of the enclosed structure that transit passengers can use during periods of inclement weather. Transit operations will be further enhanced if a traffic light or similar control were provided at the SR 89 intersection so that transit vehicles could activate it to gain access to the highway.

The proposed 130 spaces of paved parking for the Intermodal Transit Center and the 80 spaces of paved parking for the LOTS will be adequate to serve the facilities. The major parking constraint is that the existing 66 paved parking spaces at the site that are used by rafters, bicyclists, and rollerbladers are inadequate to meet existing peak periods need. This problem should increase with expanded demand for use of the river for rafting and the existing paved trails for bicycling and rollerblading. It will also increase if the parking that occurs along the existing River Access Road and along SR 89 were removed to reduce potential land coverage and address water quality problems. A parking control program is needed at the site as is an overall parking management strategy in the area to address existing and future parking problems that are independent of the Intermodal Transit Center or the LOTS.

Development of the Intermodal Transit Center will require relocating and extending the existing trail system at the 64-Acre Tract. It will also provide additional opportunities for transit riders to gain access to the regional trail system that extends around the north and west shores and along the Truckee River. The location will also provide an opportunity for transit passengers to walk to Tahoe City.

The location of the Intermodal Transit Center and the parking lot will increase the need for pedestrians to cross SR 89 to gain access to Fanny Bridge, Tahoe City, and other points of interest on the east side of the highway. This same situation will occur if the LOTS, with its parking lot, was developed on the west or river side of the highway. The development of the LOTS on the east or lake side of SR 89 will require that the majority of the facility's visitors cross from the parking area to the interpretive center. The use of pedestrian overcrossings and undercrossings are not appropriate for the site, but there are a number of at-grade crossing options that are available and will effectively mitigate any pedestrian/vehicle conflicts.

Therefore, the development of the Intermodal Transit Center at the 64-Acre Tract does not have any identified traffic, transit, parking, or circulation consequences that could not be readily mitigated. In addition, the development of the Intermodal Transit Center and the LOTS on either the east or the west sides of SR 89 will not result in any cumulative conditions that could not be readily mitigated.

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# Introduction

This traffic, transit, parking, and circulation analysis addresses the potential consequences of the development and operation of the proposed Intermodal Transit Center at the site known as the 64-Acre Tract. The site, as shown on Figure 1, is located near Tahoe City in Placer County, California, to the south of the intersection of State Route (SR) 89 and SR 28. This report also analyzes the cumulative consequences associated with the development of the Intermodal Transit Center and the U.S. Forest Service (Forest Service) Lake of the Sky (LOTS) interpretive facility that will also be located on the 64-Acre Tract site.

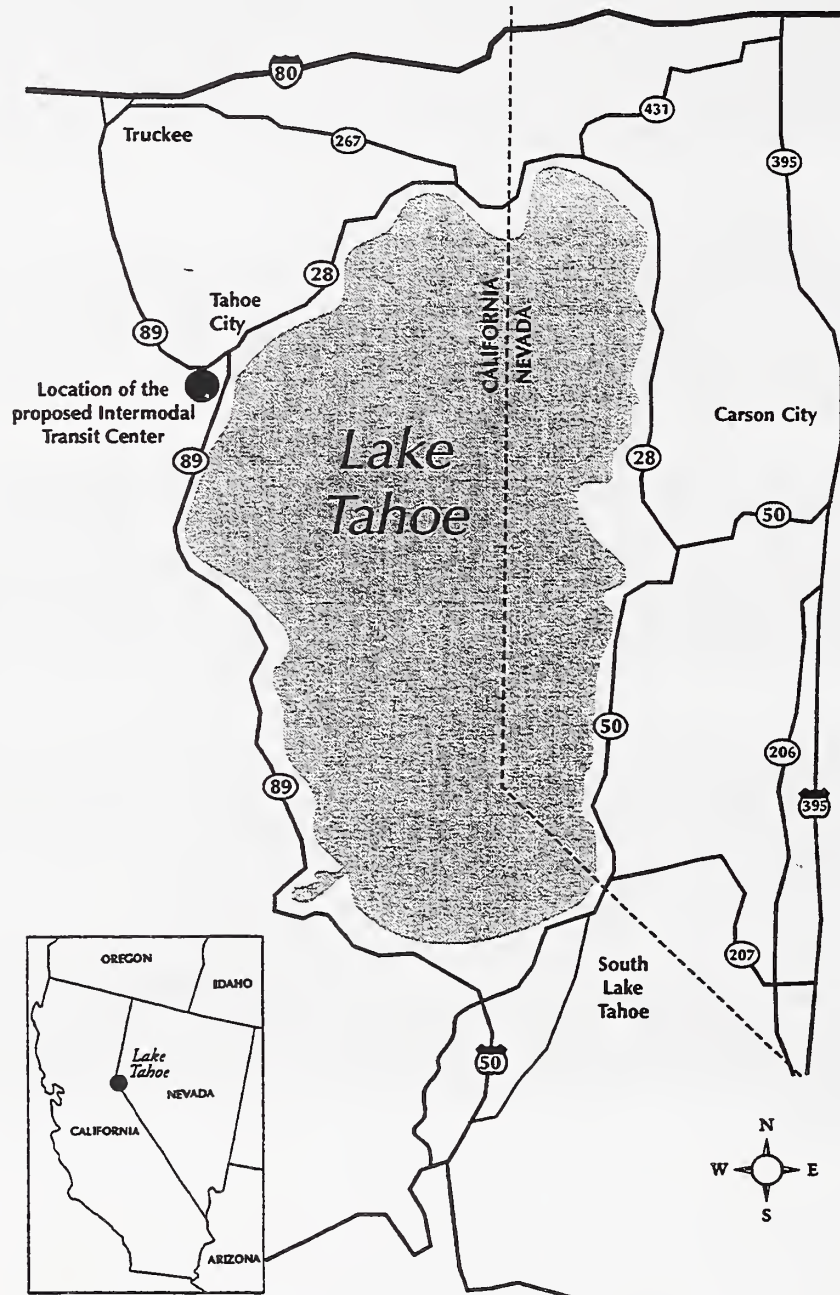
The proposed Intermodal Transit Center will be located on the west or river side of SR 89 just south of Tahoe City. The Intermodal Transit Center will include a covered structure for transit users, parking for six transit vehicles, and a transit/community parking lot with 130 parking spaces. South of the Intermodal Transit Center and its parking, approximately 80 parking spaces would be provided in the future for the LOTS. The LOTS is proposed to be located on the east side of SR 89 with minimal parking on that side of the highway for disabled patrons.

This report analyzes three different potential uses of the 64-Acre Tract. The first condition, as shown on Figure 2, is the development of the Intermodal Transit Center with a single access point on SR 89. The second condition, as shown on Figure 3, is the development of the Intermodal Transit Center with two access points on SR 89. The access point located at the north end of the 64-Acre Tract will be used exclusively for transit. The second access point, to the south, would be used for all other vehicles. The third condition is the development of the LOTS without the development of the Intermodal Transit Center.

In both the first and second conditions, potential consequences of the development of the Intermodal Transit Center and its parking are examined with the assumption that the new facility will be completed in the Year 2000. Both of these conditions are also examined with the potential cumulative consequences associated with the development of the LOTS and its parking facility. The cumulative analysis assumes that the LOTS will be operational by the Year 2006.

The LOTS has been the subject of a Record of Decision by the Forest Service based on the *Lake of the Sky Facility Final Environmental Impact Statement* (July 1997). While the Record of Decision was based on the LOTS being located on the east or lake side of SR 89, this document analyzes the potential impact in the Year 2006 with the LOTS located both on the east side as well as the west or river side of the highway.

FIGURE 1  
Location Of The Proposed Intermodal Transit Center

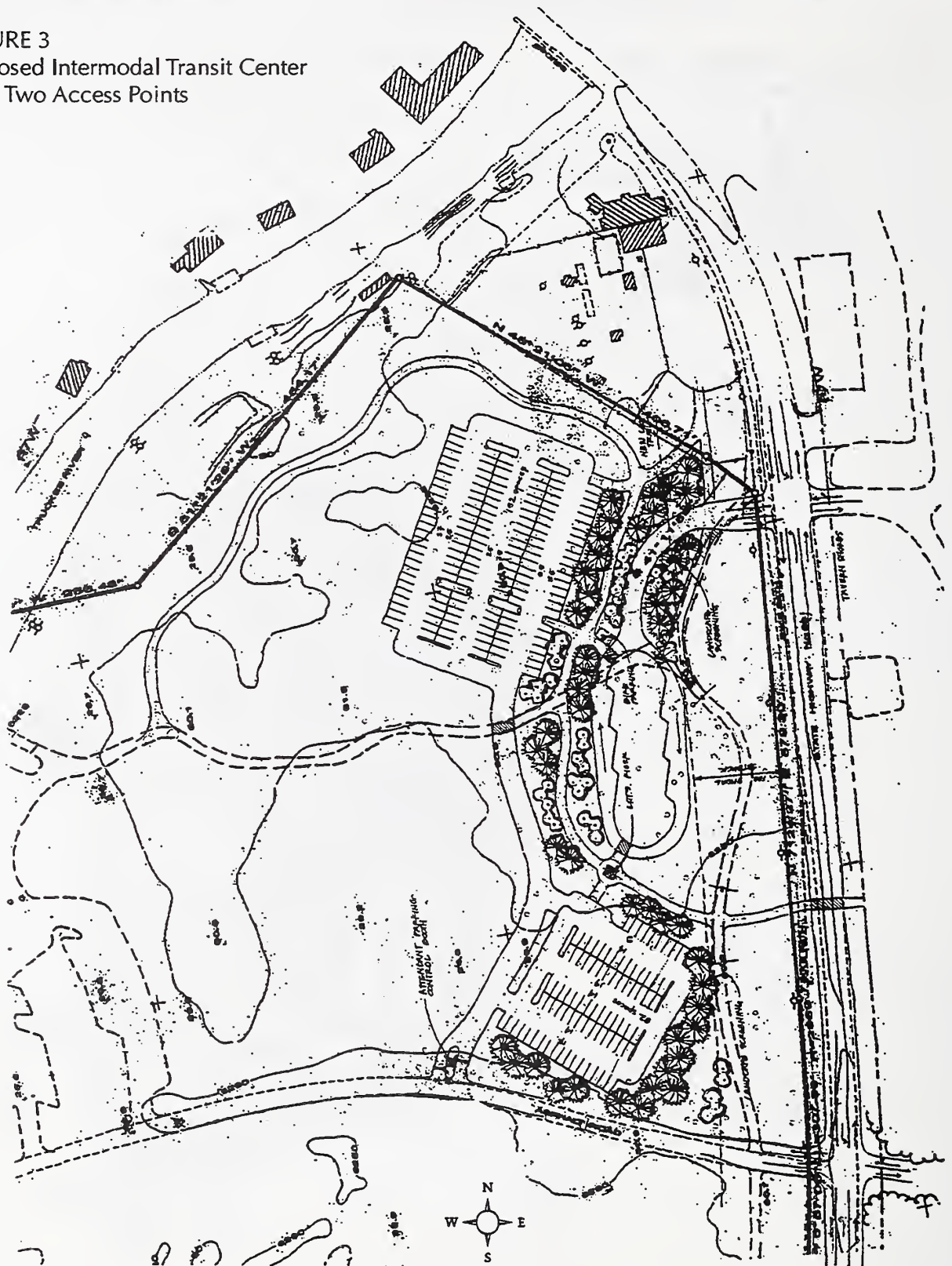


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3



FIGURE 3  
Proposed Intermodal Transit Center  
With Two Access Points



# Setting

## TRAFFIC

The 64-Acre Tract is located at a critical junction of transportation routes in the Tahoe Basin. Sitting immediately adjacent to the outlet of the Truckee River, it is at the terminus of the only level route into the Tahoe Basin. SR 89 to the north provides the most direct, all-weather road connecting the Tahoe area to Interstate Highway 80 and the Sacramento and San Francisco Bay areas, and thus carries the greatest traffic volumes into the Basin. It also provides access to Squaw Valley and Alpine Meadows. To the south, SR 89 is the access to the west shore, a variety of State and federal recreation areas, and ultimately to South Lake Tahoe. Adjacent to the 64-Acre Tract lies the junction with SR 28, which serves the North Shore and continues into Nevada.

Both of the highways are critical to the traffic circulation in the Tahoe Basin. The combination of these two significant roadways intersecting at the Tahoe City “Wye”; the large volume of traffic, motorized and non-motorized, that travels these roadways; and the concentration of tourists and recreation activities in the Tahoe City area in general, and specifically in the vicinity of the “Fanny Bridge” on SR 89 over the Truckee River just north of the 64-Acre Tract, results in congestion on these critical roadways.

SR 89 serves as the major link between Tahoe City and South Lake Tahoe along the west shore of the lake. At the junction at the Wye with SR 28, the highway continues north as the link to the town of Truckee. Along this route are the entrances to Squaw Valley and Alpine Meadows. In the Tahoe City area, SR 89 is primarily a two-lane roadway. Current access to the 64-Acre Tract is located on SR 89.

SR 28 provides the link between Incline Village, Nevada and Tahoe City along the north shore of Lake Tahoe. It has a terminus at the Wye where it meets SR 89. Within the Tahoe City area, SR 28 consists of three travel lanes: one through lane in each direction plus a continuous center left-turn lane.

## TRANSIT

The 64-Acre Tract is also at a confluence of existing public transportation services. The Tahoe Area Regional Transit (TART) service, operated by Placer County, serves routes along the north and west shores. The Truckee Bus, funded by Placer County and the Town of Truckee, provides connecting service between Truckee and Tahoe City. The Lake Lapper served the area as part of the bi-directional route around the lake. It did not operate during the summer of 1998 due to the lack of operating funds, but may resume operation in the future. The Tahoe City Trolley serves the site as part of a shuttle service operated during summer months. Finally, the ski areas and rafting companies provide transit for their patrons on a seasonal basis.

## PARKING

There is an existing paved lot at the 64-Acre Tract on the river side of SR 89 that provides parking that is supposed to accommodate 66 vehicles. This parking is used by people entering the site on the existing River Access Road to launch rafts or canoes from the adjacent boat ramp or individuals using the trails on-site or crossing the Truckee River on a foot bridge to access the trail along the river provided by the Tahoe City Public Utilities District (TCPUD). The parking lot is also used by people walking to Fanny Bridge, by picnickers, and campers.

There is also a parking lot on the east or lake side of the 64-Acre Tract. This area provides parking for 16 vehicles.

There is public parking available in Tahoe City along SR 28 and along side roads. The commercial businesses along SR 89 and SR 28 also provide parking for their patrons including the commercial raft operators that provide over 100 spaces for their customers.

## CIRCULATION

The 64-Acre Tract serves as a key location in the regional trail network. The TCPUD has developed a 19-mile trail system stretching from Dollar Hill on the east, to Alpine Meadows on the west, and along the west shore of Lake Tahoe, which accommodates over 200,000 bicyclists annually. Two of the three trails, the one along the west shore and the one along the Truckee River, currently meet at the 64-Acre Tract.

The TCPUD has also developed a bicycle/pedestrian trail network within the 64-Acre Tract itself, totaling approximately 4,100 feet in length. It is a loop trail that provides the only opportunity in the area for level bicycling almost free from conflict with motor vehicles. As such, it has become a popular place for bicycling with young children, for older cyclists, for strolling, and for rollerblading. The bridge across the Truckee River connecting the 64-Acre Tract to the trail along the Truckee River also generates additional cycling activity on the site.

Pedestrian activity in the area is stimulated by the presence of the trails, as well as by pedestrian travel between the Tahoe City commercial core and the residential and lodging areas to the south of the 64-Acre Tract. In addition, Fanny Bridge is a major tourist attraction and many people park and walk to the bridge to view the Truckee River. Pedestrians commonly share the bicycle trails with other non-motorized modes, or walk along the roadway shoulder.



# Existing Conditions

## TRAFFIC

On average, between 19,000 and 24,000 vehicles cross Fanny Bridge on SR 89 during the peak summer season. Northbound traffic is generally 2,000 to 4,000 vehicles greater on any given day of the week. This is because parties traveling around the lake prefer to do so with it on their right hand side.

SR 89 and SR 28 both experience large seasonal fluctuations in traffic volumes due to changing levels of visitor traffic. They operate near or at capacity during winter hours traveling eastbound on SR 28 and northbound on SR 89 during the a.m. skier travel period, and in the opposite direction during the p.m. skier return period. In addition, conditions are at or near capacity during the peak summer tourist season over a substantial portion of the mid-day period in both directions. The summer peak hour condition usually lasts from the Fourth of July holiday through Labor Day weekend. For this report, peak hour traffic is defined as these periods of time.

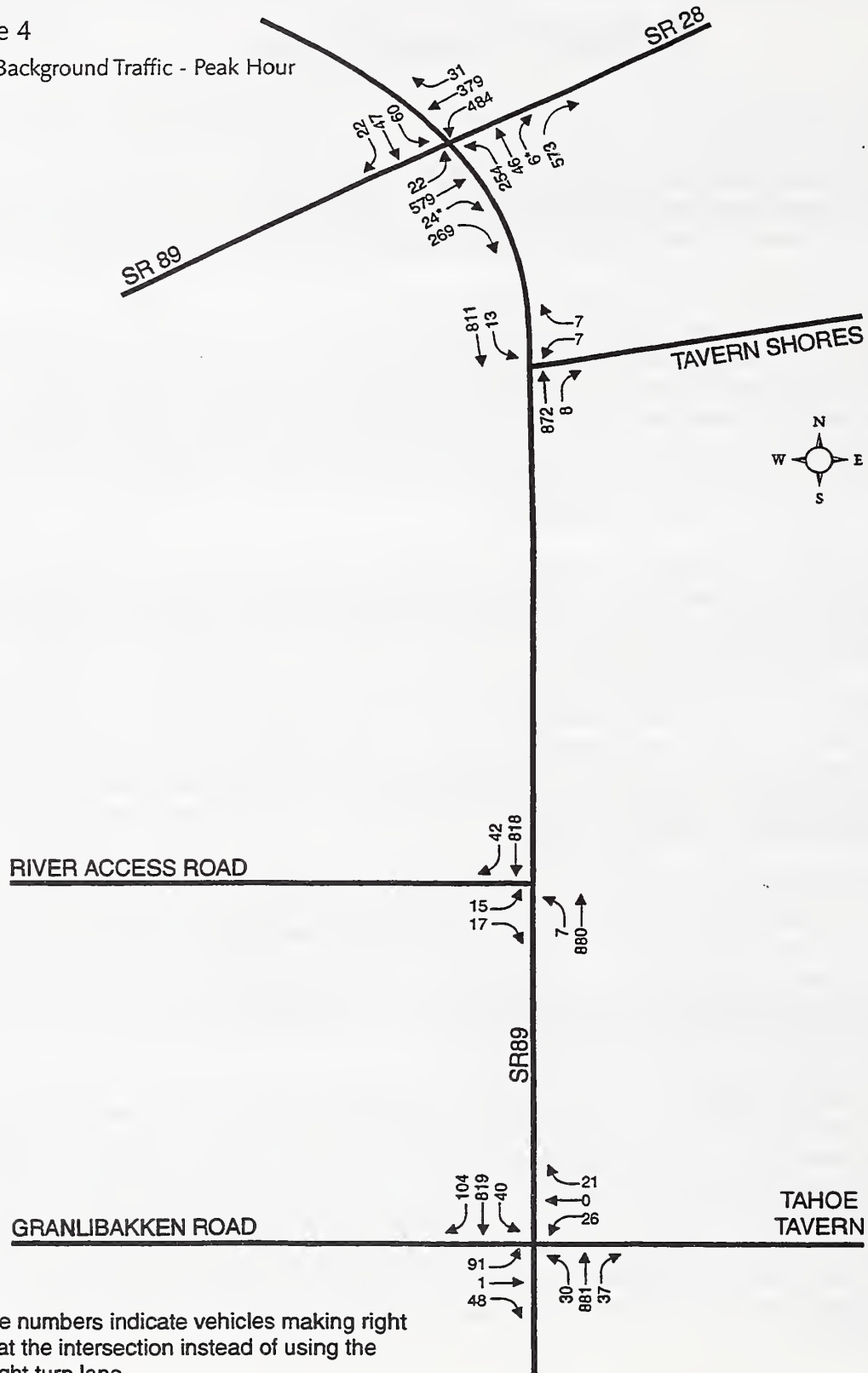
The most obvious traffic condition at the 64-Acre Tract site is that there is significant congestion on SR 89 during the peak periods. Northbound vehicles queue to the south of the site and move at less than 5 miles per hour. Southbound traffic is not as constrained, but all of the traffic on the roadway is influenced by congestion at Fanny Bridge.

As the first step in analyzing the traffic conditions related to the Intermodal Transit Center, information about existing traffic volumes was reviewed. Information was assembled about conditions at the Intersection of SR 89 and SR 28 at the Wye. Information was also collected for the intersections of SR 89 and the Tavern Shores access road, the existing River Access Road at the 64-Acre Tract, and Granlibakken Road/Tahoe Tavern access road.

For the Wye, the existing traffic volumes were derived from a number of sources including 1997 summer peak hour traffic volumes, 1993 intersection turning movement counts, 1996 traffic volumes provided by the California Department of Transportation (Caltrans), and the report entitled *Traffic Analysis for Two Potential Visitor Center Sites Near Tahoe City, Placer County, California*. These data sources, in combination with the information contained in the LOTS FEIS, were reviewed and found to be sufficient as a basis for the analysis presented here.

New data was collected to develop an understanding of the existing traffic volumes at the other key intersections that could be influenced by the Intermodal Transit Center. Intersection turning movement counts for the intersections of SR 89 with the Tavern Shores access road, the existing River Access Road, and Granlibakken Road/Tahoe Tavern were collected on Saturday June 20, and Saturday July 4, 1998. In addition, 24-hour traffic counts were collected at the River Access Road and at the Tahoe Tavern access road on Saturday June 20, Friday July 3, and Saturday July 4, 1998. As was expected, the counts over the Fourth of July holiday were significantly higher than those collected in June. To present the worst case, the July 4th counts were used for the intersection analyses. These volumes are presented on Figure 4.

Figure 4  
1998 Background Traffic - Peak Hour



\*These numbers indicate vehicles making right turns at the intersection instead of using the free right turn lane.

The "Unsignalized and Signalized Intersection Analysis" techniques, as published in the *Highway Capacity Manual* by the Transportation Research Board in 1994, were used to analyze the existing conditions for the intersections of the Wye, SR 89 and Tavern Shores, SR 89 and the River Access Road, and SR 89 and Granlibakken Road/Tahoe Tavern. Table 1 presents the results of the existing conditions analyses and Figure 5 provides a key to the direction of the turn movements identified in Table 1. The referenced analysis techniques allow for the determination of the intersection level of service (LOS) based on congestion and delay of each traffic movement. Definitions of LOS are provided in Appendix 1. The intersection capacity worksheets are presented in Appendix 2.

**TABLE 1**  
**Intersection Capacity Analysis Summary**  
**1998 - Peak Hour**

Intersection and Turn Movements	Level of Service (Delay)
Tahoe City Wye <sup>1</sup>	B (12.9/0.507)
SR 89/Tavern Shores <sup>2</sup>	(0.3)
Westbound Left and Right	D (26.1)
Southbound Left	B (5.9)
SR 89/River Access Road <sup>2</sup>	(0.6)
Eastbound Left and Right	D (29.7)
Northbound Left	B (5.7)
SR 89/Granlibakken Road/Tahoe Tavern <sup>2</sup>	(77.7)
Eastbound Left and Through	F (*)
Eastbound Right	B (8.6)
Westbound Left, Through, and Right	F (106.3)
Northbound Left	B (6.5)
Southbound Left	B (6.6)

Notes: 1. Signalized Intersection: Level of service (seconds of delay/critical volume to capacity ratio)

2. Unsignalized Intersection: Intersection delay, movement level of service (average movement delay in seconds per vehicle)

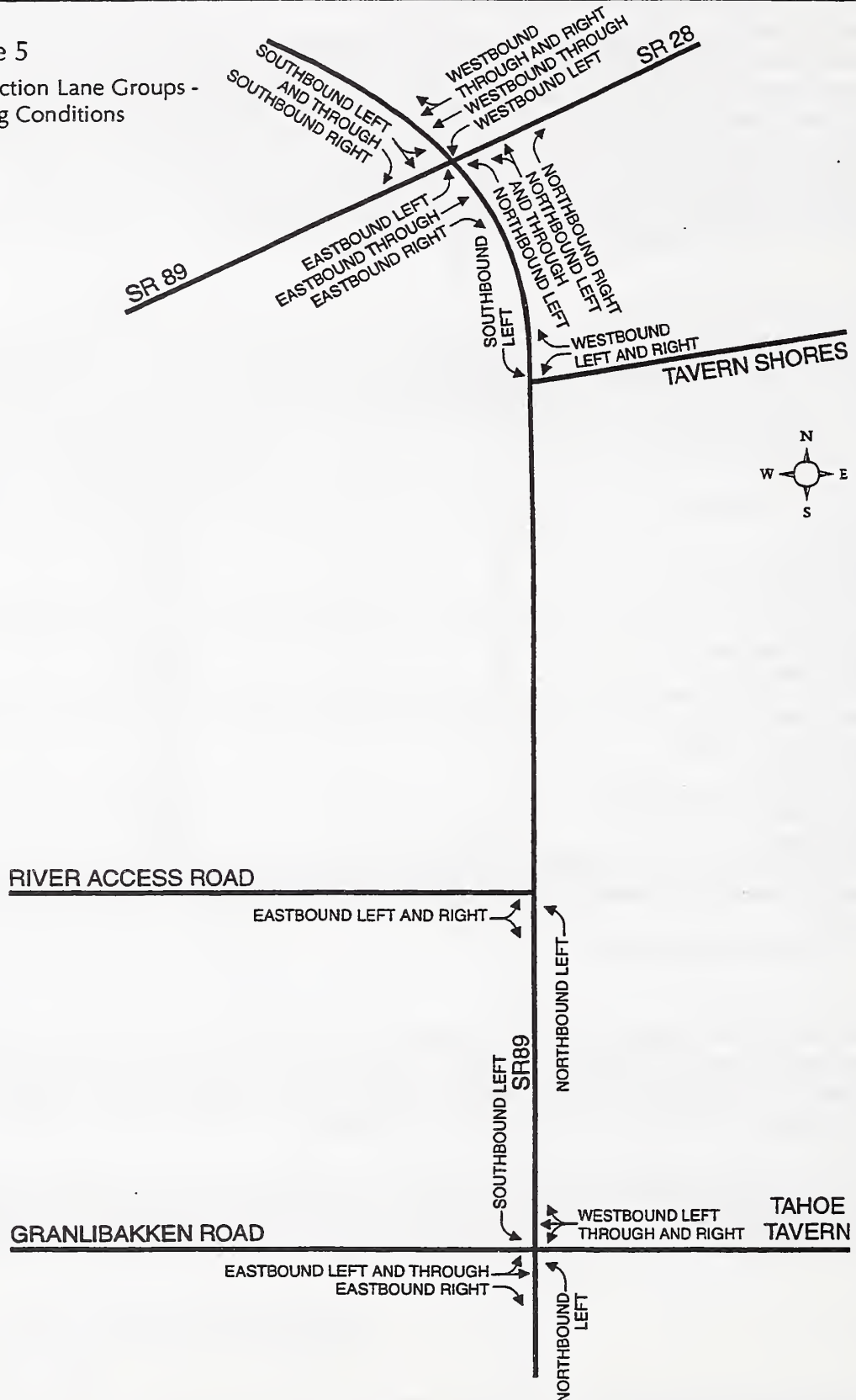
\* Extreme delay that cannot be calculated

The Tahoe Regional Planning Agency (TRPA) has established standards for LOS. For signalized intersections, the standard is to achieve LOS D or better, with four hours at LOS E allowed. TRPA has no standards specific to unsignalized intersections. Therefore, the standard that is applied to unsignalized intersections is that the overall LOS does not deteriorate.

As indicated in Table 1, the existing intersections are operating acceptably during the peak hour with the exception of the shared left-turn and through movements out of Granlibakken Road and Tahoe Tavern. The delay experienced by these movements is due to the left-turns having to wait for acceptable



Figure 5  
Intersection Lane Groups -  
Existing Conditions



gaps in the heavy traffic volumes on SR 89. This delay during peak periods is typical of minor roadways that intersect with high volume, major roadways.

It should be noted that this condition represents the worst case scenario, the peak traffic hour for intersecting roadways, and that this peak traffic hour represents a small period of a total day. For off-peak periods throughout the day, these intersections operate with better LOS and less delay.

The background traffic volumes for the Years 2000 and 2006, without the Intermodal Transit Center or the LOTS, were estimated by applying a 1.5 percent annual growth rate to the 1998 peak hour traffic volumes. The traffic volumes at the Wye were analyzed over a ten year period and found to have an average annual increase of approximately 1.5 percent. The background traffic projections for Year 2000 and Year 2006 are shown on Figures 6 and 7, respectively.

## TRANSIT

The TART system is currently operated year round with a 60-minute headway to serve the west shore and the north shore between 6:30 a.m. and 6:30 p.m. The buses leave on the half hour from the Wye and one bus travels south on SR 89 to Tahoma and Sugar Pine Point State Park while another travels east on SR 28 to Kings Beach, North Stateline, and Incline Village.

The transit services do not have a safe or convenient facility at which passengers can transfer between transit buses or from other modes to transit. The only existing facilities are two unlit and unheated shelters located 200 feet to the east of the Wye, on opposite sides of SR 28. These existing facilities result in potentially hazardous conditions. Passengers wishing to transfer from an incoming west shore TART bus to an outgoing Truckee Bus, for example, must cross an often-busy three-lane roadway, at a location inconvenient for a protected crossing.

## PARKING

While there are 66 paved parking spaces at the 64-Acre Tract on the west side of SR 89 and 16 on the east side, 106 vehicles were observed parking at the site at noon on July 4th, 1998. The Placer County Sheriff's Department reports that when the paved parking at the site is fully occupied, vehicles park along the existing River Access Road and SR 89. There is space for approximately 36 vehicles in these two areas.

The Tahoe City Community plan and other studies have identified that the existing parking in the area is inadequate to support the commercial activity in the area. Since the development of the Community Plan, the paved parking at the former Payless retail site to the west of the Wye on SR 89 was replaced in 1997 with a stormwater detention basin. Before the parking at the site was removed, a maximum of 181 vehicles were recorded parked at that location over the Fourth of July holiday.

Parking in the area will be further constrained because the Urban Improvement Program in Tahoe City will result in the removal of the diagonal parking along SR 28 and replacing it with a reduced number

Figure 6  
Estimated Background Traffic -  
Year 2000 Peak Hour

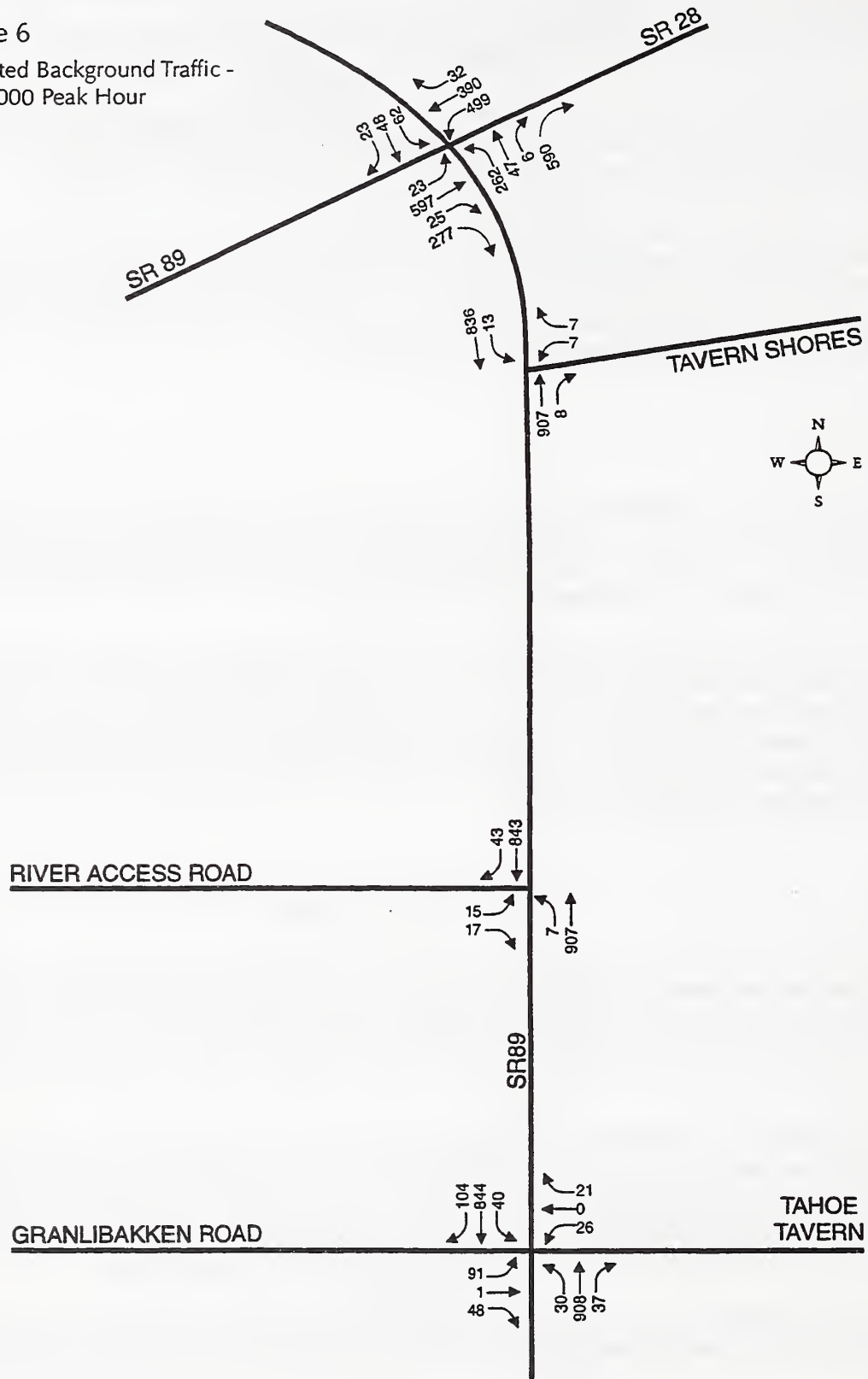
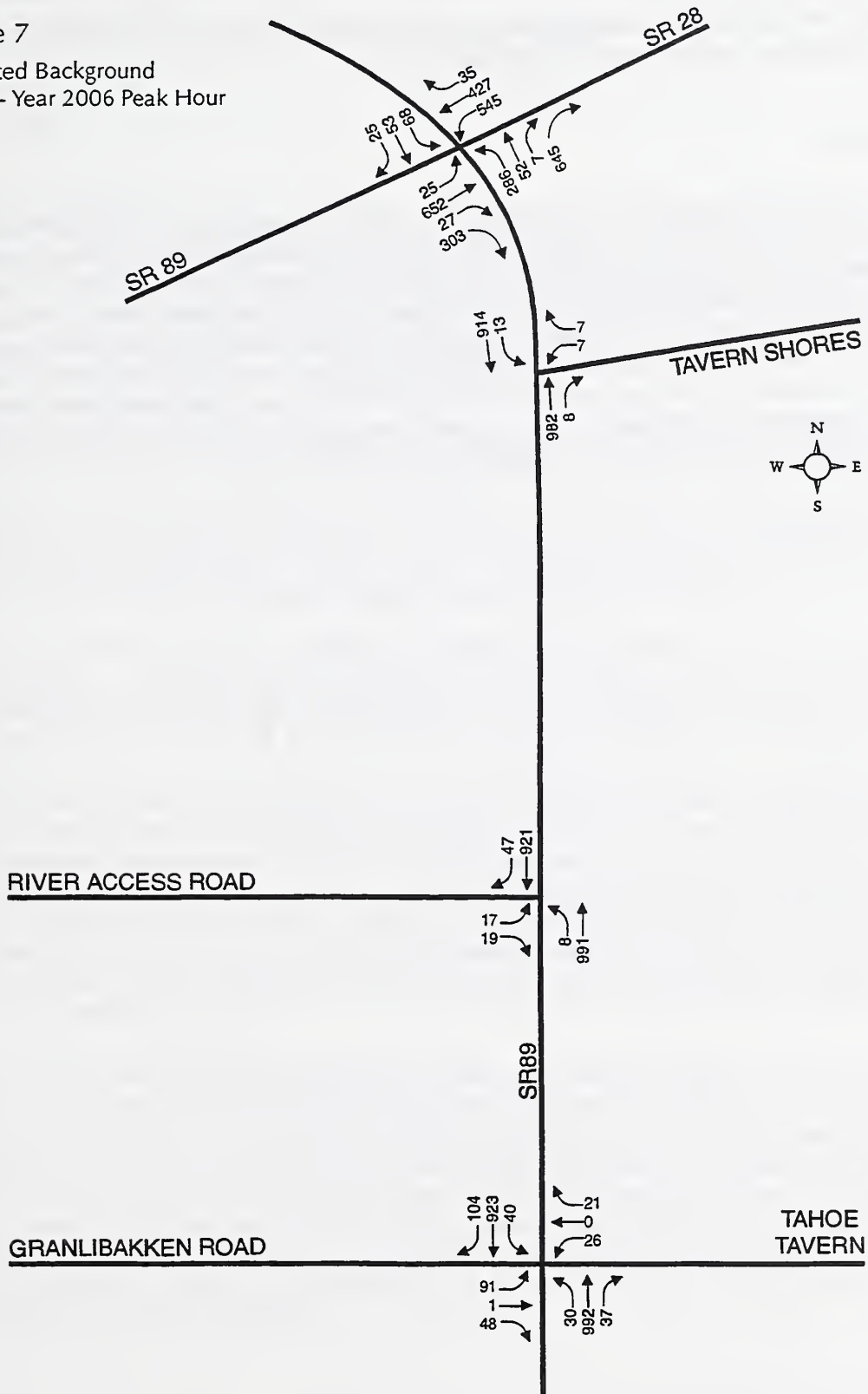




Figure 7

Estimated Background  
Traffic - Year 2006 Peak Hour



of parallel spaces. This will result in a change from the 138 current spaces to 25 at the Tahoe Marina and 35 along Grove Street, a reduction of 78 spaces.

## CIRCULATION

In the vicinity of the Fanny Bridge there is a concentration of pedestrian activity that oftentimes causes conflicts with vehicular traffic and results in decreased northbound vehicular carrying capacity across the bridge. Pedestrian and bicycle crossings at Fanny Bridge during peak periods between 1:00 p.m. and 5:00 p.m. during the summer range from 250 to 450 per hour. To help address the conflict and capacity issues, a "crossing guard" program was implemented in the summer of 1997 to create safer, more orderly crossings of pedestrians across SR 89. Evaluation of the crossing guard program indicates that an increase in northbound vehicular capacity across the bridge has occurred during the times the crossing guard program was operating. Northbound traffic crossing Fanny Bridge is reportedly 857 vehicles per hour with traffic control, and 819 vehicles per hour without it.

# Analysis

## TRAFFIC

### Trip Generation

Two previous studies addressing the Intermodal Transit Center and the LOTS were reviewed as a basis for developing an estimation of the vehicle trips expected to be generated from these facilities. A vehicle trip is defined as a one-way vehicle movement from a point of origin to a point of destination. The previous studies were subjected to an independent analysis and it was concluded that their results were appropriate for application in the trip generation analysis. A brief summary of the methodology used to determine the rates and trips generated follows.

For the Intermodal Transit Center, Leigh, Scott & Cleary, Inc. (LSC) performed a detailed trip generation analysis to determine the number of parking spaces needed for the site. In their *Sixty-Four Acre Tract Multimodal Transportation Center Study Final Report, 1994* LSC reviewed all the potential users of the Intermodal Transit Center and then determined the parking demand on the peak day in each month for each of the potential uses. The potential uses analyzed included: park-and-ride parking, skier intercept parking, museum/Fanny Bridge parking, and recreational parking.

The LSC study concluded that the parking requirement will range from a low of 130 spaces to a high of 405 spaces. It was recommended that the Intermodal Transit Center parking lot be designed to accommodate the park-and-ride parking demand only - equivalent to 130 spaces. The additional required spaces will have to be accommodated elsewhere - in existing or new facilities.

The LSC trip generation rates for the Intermodal Transit Center were based on the hourly schedules of the transit services that will be entering and exiting the site and the number of parking spaces provided. LSC concluded that the Intermodal Transit Center will generate 937 trips per day and 123 trips during the peak hour. Of the daily trips, 160 were estimated to be for dropping off or picking up passengers. This is considered to be the maximum number of this type of trips, such as skiers being dropped off in the morning to use the shuttle service to Alpine Meadows or Squaw Valley and being picked up at the end of the day. This is in keeping with the movement in the Tahoe Basin to stimulate transit use, especially during peak periods.

For the LOTS, Nevada Keystone Engineering, in their report entitled *Traffic Analysis for Two Potential Visitor Center Sites near Tahoe City, Placer County, California, 1988*, determined the trip generation for the LOTS facility from an estimation of visitors to the site on a daily basis. The Lake Tahoe Basin Management Unit of the Forest Service estimated that approximately 2,700 people will visit the facility. Nevada Keystone Engineering validated this estimate after analyzing somewhat similar facilities. Their study looked at visitation records for the Forest Service Visitor Center at the south shore, Donner Memorial State Park and Emigrant Trail Museum, and the Incline Village Visitor Center. In addition, data developed by Caltrans, the Institute of Transportation Engineers, and the San Diego Association of Governments was also reviewed.



The Nevada Keystone Engineering trip generation analysis assumed 2,700 total visitors and a 15 percent reduction for pedestrians and bicyclists and 5 percent reduction for tour buses and public transit users. Therefore, this calculation identified that 2,160 visitors will be using private vehicular transportation. Using the Forest Service estimated occupancy rate of 3.5 passengers per vehicle, the vehicle trips were identified as 618 trips. Because a trip is defined as one-way, the 618 was then multiplied by two to determine a total estimated vehicle trips of 1,236 per day and 124 trips during the peak hour.

These trip generation methodologies were analyzed and found to be accurate in their assumptions and analysis. Therefore, new trip generation rates were not developed. The resulting trips expected to be generated from the Intermodal Transit Center and the LOTS facility is presented in Table 2. As shown, trips from the Lake Lapper were included in the estimation so as to present the worst case condition for trip generation. Although the Lake Lapper did not operate in the summer of 1998, operation may resume at some time in the future. In summary, the total trips projected for both the Intermodal Transit Center and the LOTS is 2,173 per day and 247 during the peak hour.

TABLE 2 Trip Generation Analysis							
Location	Number of Parking Spaces	Trip Generation Rate			Trips Generated		
		Daily	Peak Hour		Daily	Peak Hour	
			In	Out		In	Out
Intermodal Transit Center <sup>1</sup>							
Tahoe City Shuttle Parking: Employees	59	2.4	0.02	0.20	142	1	12
Tahoe City Shuttle Parking: Visitors	26	6.0	0.07	0.28	156	2	7
Lake Lapper Park-and- Ride: Commuters	10	2.0	0.02	0.40	20	0	4
Lake Lapper Park-and Ride: Visitors	35	3.0	0.20	0.40	105	7	14
Drop-off/Pick-up					160	20	20
Buses and Vans					354	18	18
Subtotal	130				937	48	75
LOTS <sup>2</sup>	80				1,236	62	62
Total	210				2,173	110	137

- Notes: 1. Based on *Sixty-Four Acre Tract Multimodal Transportation Center Study Final Report*, Leigh, Scott & Cleary, Inc., 1994.  
 2. Based on *Traffic Analysis for Two Potential Visitor Center Sites Near Tahoe City, Placer County, California*, Nevada Keystone Engineering, 1988.

## Trip Diversion

It is logical to assume that a large percentage of the users of the Intermodal Transit Center and the LOTS could be considered as diversions of existing trips, rather than trips generated for the specific purposes of traveling to and from these facilities. This is particularly true of the 64-Acre Tract because of its location immediately adjacent to the only routes which run around Lake Tahoe and because it is located about a quarter of a mile from the intersection through which all traffic moving through Tahoe City must pass. The location of the facilities at the 64-Acre Tract site are readily accessible to travelers who enter the Tahoe Basin using SR 89 from the north or those that are driving around the lake. Specific trip diversion discussions for both the Intermodal Transit Center and the LOTS follow.

### ***Intermodal Transit Center***

The majority of the trips to the Intermodal Transit Center will not represent completely new trips on the roadways. They represent existing vehicle trips that will divert into the Intermodal Transit Center to serve passengers or to access transit services. However, for conservative purposes, this analysis assumed that all of the visitor and drop-off/pick-up trips to the facility would be new trips.

In Table 2 it was estimated that during the peak hour, approximately 123 vehicle trips will be generated from the Intermodal Transit Center. Of the 123 vehicle trips estimated by LSC as the worst case condition for traffic, 70 are visitor and drop-off/pick-up trips. These 70 trips, 29 inbound and 41 outbound, were assumed to be new trips. Therefore, these 70 trips were included in the intersection and roadway analyses and added to the adjacent intersections.

***LOTS.*** While the majority of the visits to the LOTS facility will be diversions of existing trips, some individuals may make trips to the site for the sole purpose of enjoying one or more of the interpretive programs presented. It is not likely that trips of this nature would be made from outside the Lake Tahoe/Truckee Area, but it is entirely likely that summer visitors in another part of the area would travel to the facility as part of their recreational experience.

The need for determination of the number of “generated” trips is caused by the fact that it would be inappropriate to consider diverted trips as contributing to added traffic congestion at key intersections such as the Wye, since these trips would be on the highway regardless of the LOTS being built. Diverted trips must, however, be considered along with generated trips when investigating the impacts at the site.

As stated in the Nevada Keystone Engineering report, a factor of 12 percent was applied to the total daily vehicle trips to the LOTS site to determine the number of generated trips. Therefore, a total of 149 daily vehicle trips and 14 peak hour trips are considered site-generated and used for purposes of evaluating the impacts of these added trips to the critical intersections within the study area.

***Intermodal Transit Center and LOTS.*** The new, site-generated vehicle trips result in approximately 1.5 percent of the total traffic at the critical Wye intersection and less than 2.5 percent of the total traffic on SR 89 adjacent to the 64-Acre Tract. Table 3 summarizes the new site generated trips. It shows that the Intermodal Transit Center and the LOTS would result in a total of 84 peak hour trips.



**TABLE 3**  
**Summary of New Trips**

Location	Peak Hour Trip Generation Rate		Peak Hour Trips Generated	
	In	Out	In	Out
Intermodal Transit Center				
Tahoe City Shuttle Parking: Visitors	0.07	0.28	2	7
Lake Lapper Park-and-Ride: Visitors	0.20	0.40	7	14
Drop-off/Pick-up	—	—	20	20
Subtotal			29	41
LOTS <sup>2</sup>			7	7
Total			36	48

Notes: 1. Based on *Sixty-Four Acre Tract Multimodal Transportation Center Study Final Report*, Leigh, Scott & Cleary, Inc. 1994.  
 2. Based on *Traffic Analysis for Two Potential Visitor Center Sites Near Tahoe City, Placer County, California*, Nevada Keystone Engineering, 1988.

### Trip Distribution

The overall directional distribution of the site-generated traffic was determined based on the characteristics of tourist travel through the Tahoe City area, the location of residences for Tahoe City employees choosing to use the transit system, the pattern by which visitors using the transit system approach the Tahoe City area, the relative location of resorts and lodges that will provide shuttle service to the Intermodal Transit Center, the routes used by scheduled bus service, and, in part, existing traffic volume data. Another distribution effect related to the Intermodal Transit Center is the removal of existing cars from the roadways by diversion into the parking lot and the transit system. Drivers currently traveling into Tahoe City from the west shore who decide to use the shuttle service, for example, will result in a reduction in the northbound through movement.

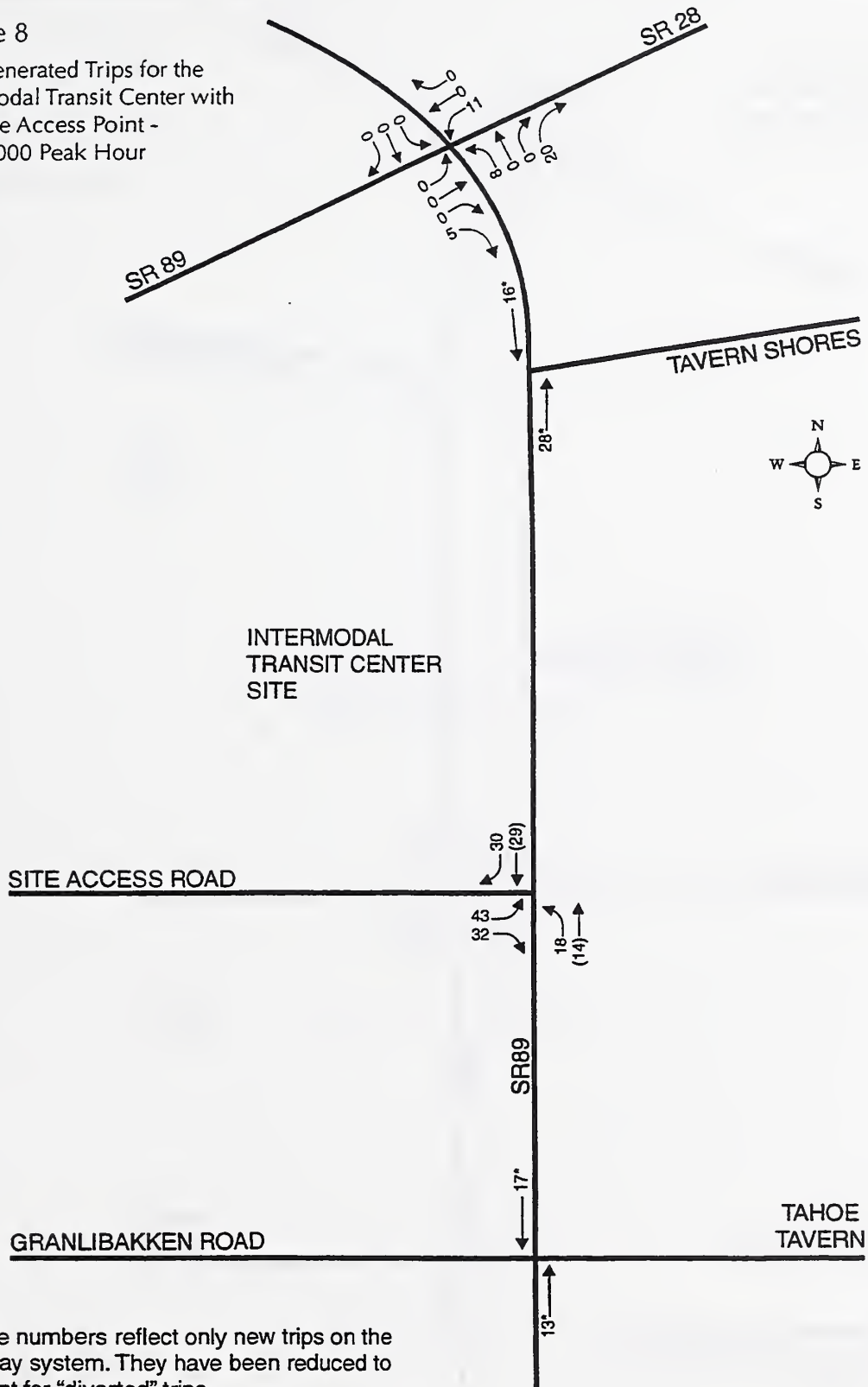
Taking all of these factors into account, the site-generated trips were then assigned to the roadway network. The site-generated trip assignments are shown on Figures 8, 9, 10, 11, 12, and 13. Figure 8 shows the trip assignments for only the Intermodal Transit Center with a single access point to SR 89 in the Year 2000. Figures 9 and 10 show the trip assignments for the Intermodal Transit Center with a single access point to SR 89 and the LOTS facility, assumed completion in Year 2006, on the lake side and the river side of SR 89, respectively.

Figure 11 shows the trip assignments for only the Intermodal Transit Center with two access points to SR 89 in the Year 2000. Figures 12 and 13 show the trip assignments for the Intermodal Transit Center with the two access points to SR 89 and the LOTS facility, assumed completion in Year 2006, on the lake side and the river side of SR 89, respectively.



Figure 8

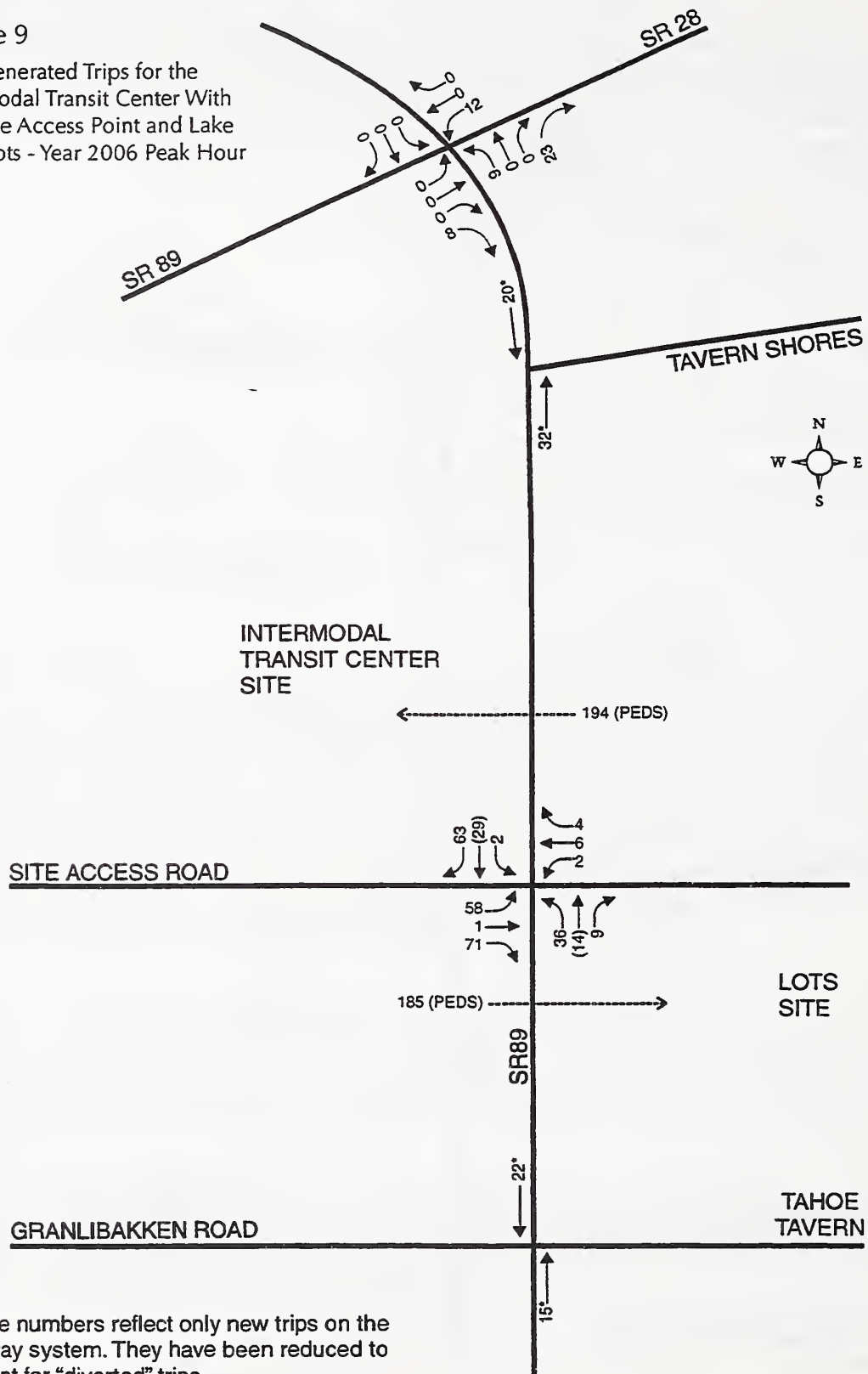
Site Generated Trips for the  
Intermodal Transit Center with  
a Single Access Point -  
Year 2000 Peak Hour



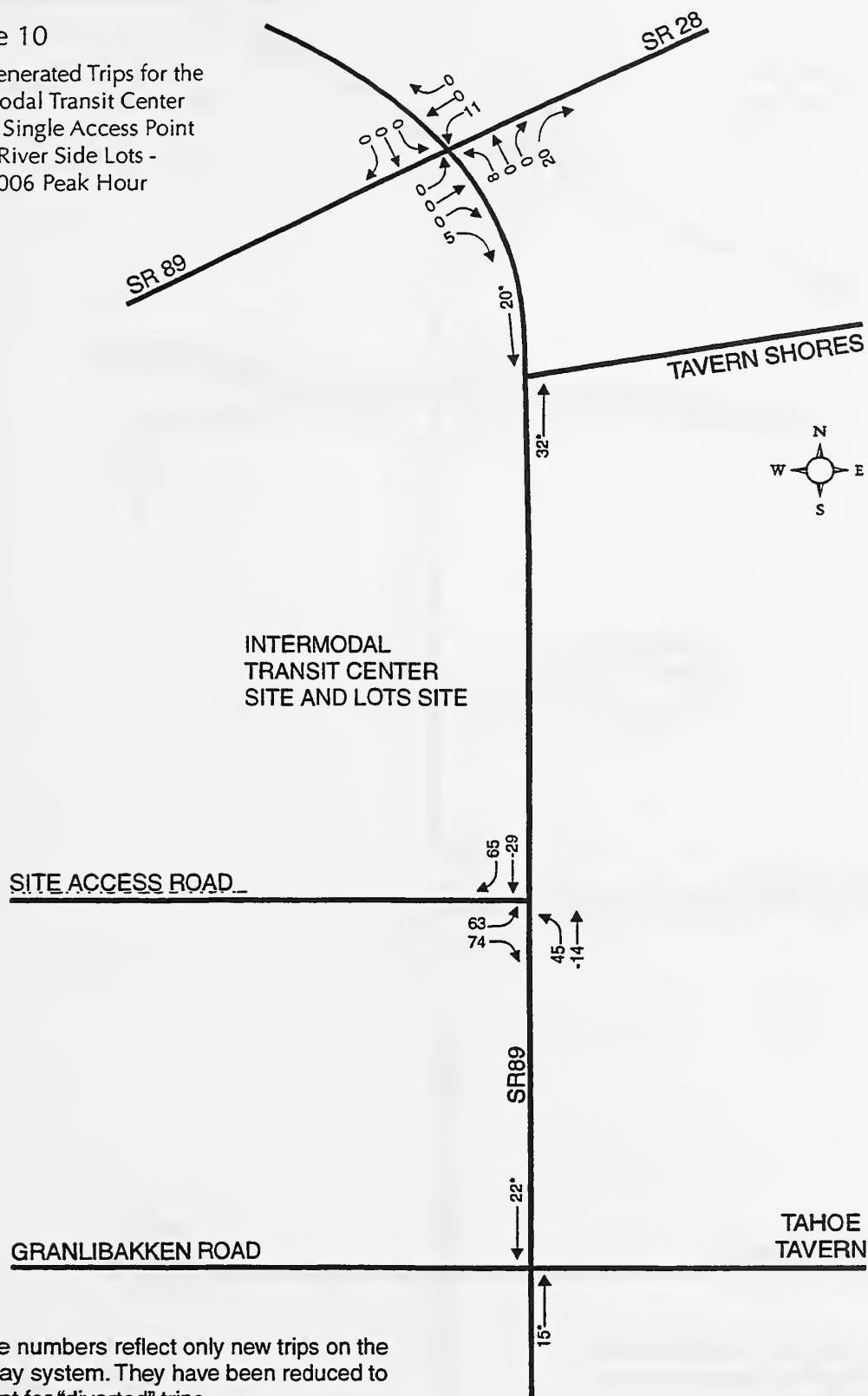
\*These numbers reflect only new trips on the roadway system. They have been reduced to account for "diverted" trips.

Figure 9

Site Generated Trips for the Intermodal Transit Center With a Single Access Point and Lake Side Lots - Year 2006 Peak Hour



\*These numbers reflect only new trips on the roadway system. They have been reduced to account for "diverted" trips.

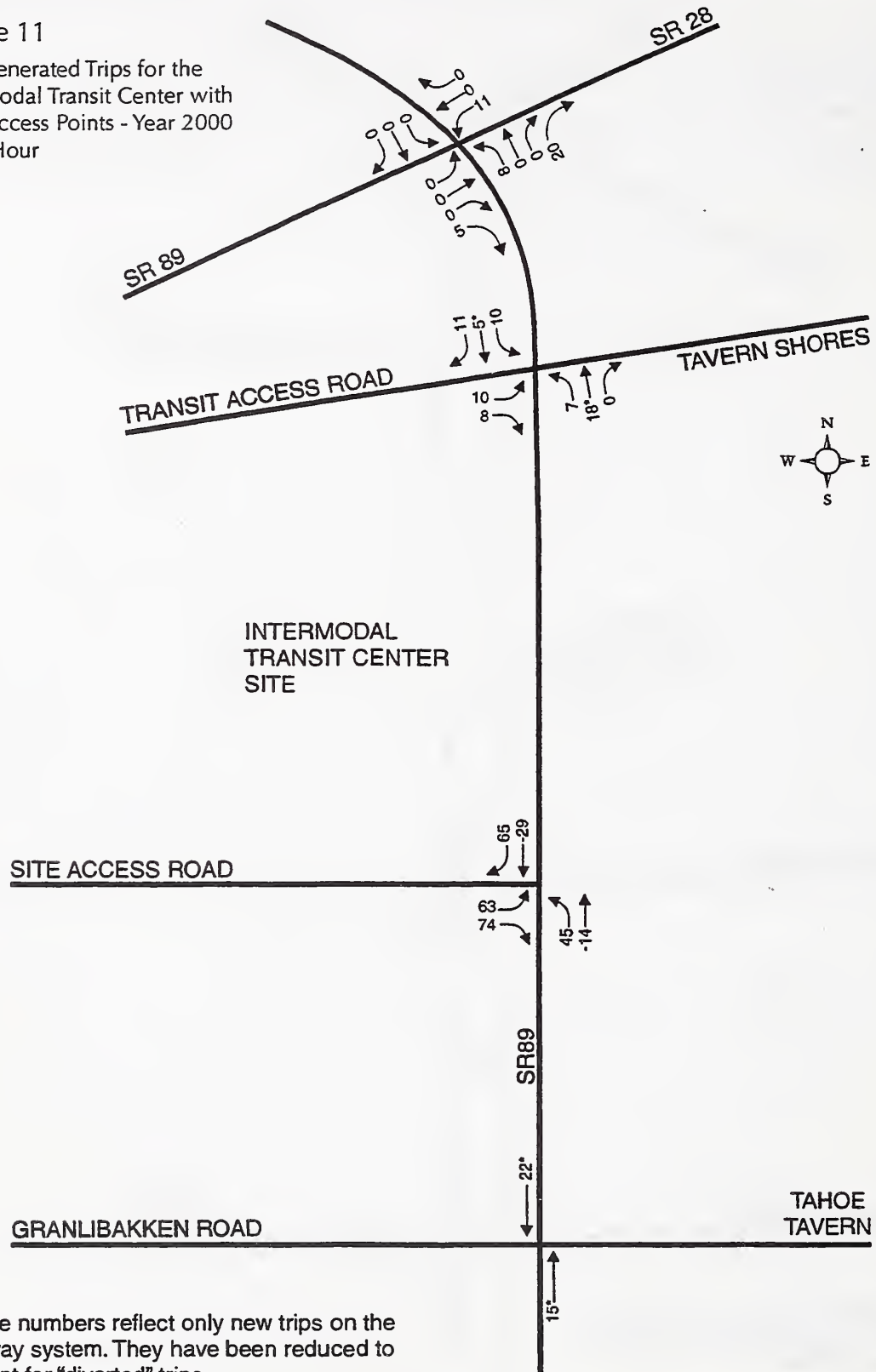


\*These numbers reflect only new trips on the roadway system. They have been reduced to account for “diverted” trips.



Figure 11

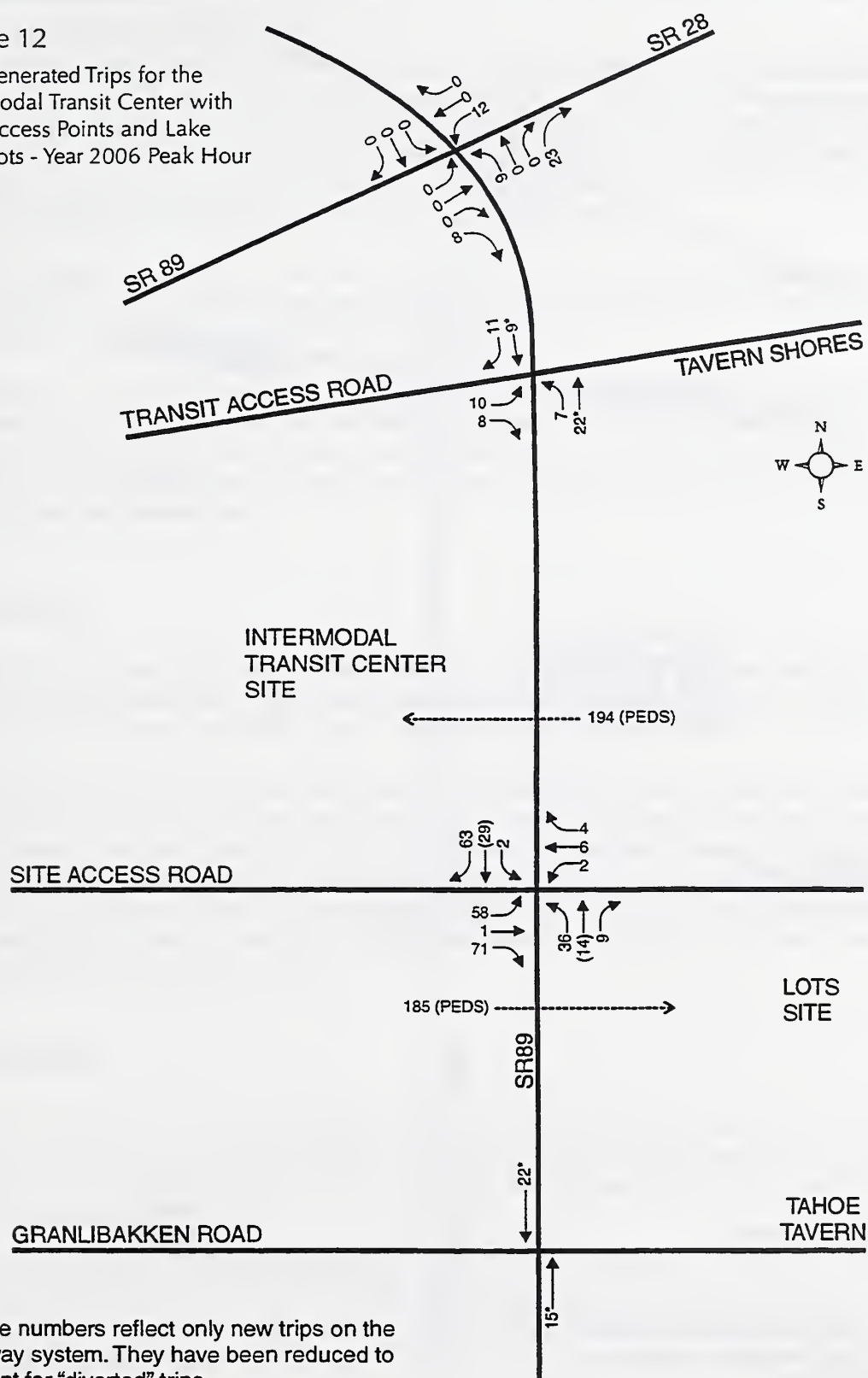
Site Generated Trips for the  
Intermodal Transit Center with  
Two Access Points - Year 2000  
Peak Hour



\*These numbers reflect only new trips on the roadway system. They have been reduced to account for "diverted" trips.

Figure 12

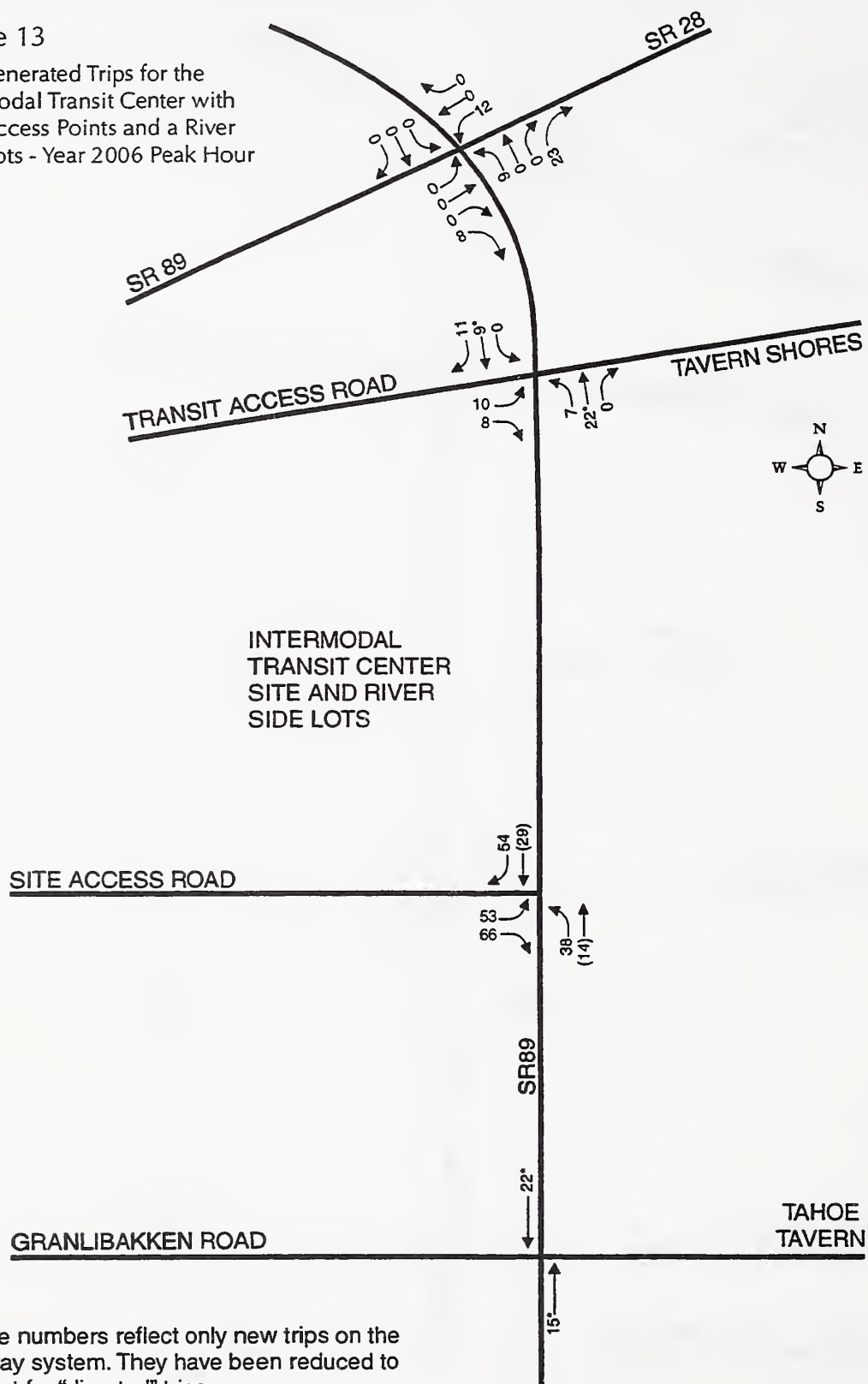
Site Generated Trips for the  
Intermodal Transit Center with  
Two Access Points and Lake  
Side Lots - Year 2006 Peak Hour



\*These numbers reflect only new trips on the roadway system. They have been reduced to account for "diverted" trips.

Figure 13

Site Generated Trips for the Intermodal Transit Center with Two Access Points and a River Side Lots - Year 2006 Peak Hour



\*These numbers reflect only new trips on the roadway system. They have been reduced to account for "diverted" trips.



## **Total Projected Traffic**

The site-generated traffic was combined with the background traffic, presented previously on Figures 4, 6, and 7, to estimate the total projected traffic. The resulting total traffic projections for the Intermodal Transit Center with a single access point on SR 89 are provided on Figures 14, 15, and 16. Figure 14 shows the estimated traffic in the Year 2000 peak hour, while Figure 15 shows the estimated traffic in the Year 2006 peak hour with the LOTS on the lake side of SR 89 and Figure 16 shows the estimated peak hour with the LOTS on the river side of SR 89.

As these three figures depict, the new, site-generated vehicle trips are minimal and result in less than 1.5 percent of the total traffic at the critical Wye intersection and less than 2.5 percent of the total traffic on the section of SR 89 adjacent to the 64-Acre Tract.

Figures 17, 18, and 19 present the total traffic projections for the Intermodal Transit Center with two access points on SR 89. As with the Intermodal Transit Center with a single access point, the site generated trips are minimal. Figures 20 and 21 present the total traffic projections for LOTS on either side of SR 89, but without the development of the Intermodal Transit Center, and also show that the trips generated are minimal.

## **TRANSIT**

The proposed Intermodal Transit Center shown on Figures 2 and 3 has been designed to provide six bays for parking transit vehicles for passenger loading and unloading. In addition, there is an enclosed building with restrooms to serve transit customers and to provide shelter.

Assuming that transit vehicles would park at the Intermodal Transit Center for a maximum of 15 minutes to allow for passenger loading and unloading, the proposed facility could accommodate up to 24 transit vehicles in an hour. This potential capacity compares favorably with the existing transit system that includes the two hourly buses operated by TART, the Truckee Bus, and the Tahoe City Trolley. Reducing the time for passenger loading and unloading to 10 minutes, the proposed facility could accommodate 36 vehicles an hour and reducing the time to 5 minutes, the facility could accommodate 72 vehicles an hour.

## **PARKING**

The 130 parking spaces to be provided with the Intermodal Transit Center were identified as those initially needed for the facility based on the previous analyses performed by LSC. The 80 parking spaces to be provided at the LOTS are based on the analyses performed for the Forest Service by Nevada Keystone Engineering.

As introduced previously, the existing parking spaces at the 64-Acre Tract are inadequate to serve current site uses during peak periods. This results in vehicles being parked along the shoulders of the existing River Access Road and SR 89. With the loss of parking at the former Payless site and the reduction of parking in Tahoe City as a result of the Urban Improvement Program, there will be

Figure 16

Estimated Total Traffic for the  
Intermodal Transit Center with  
a Single Access Point and  
River Side Lots - Year 2006  
Peak Hour

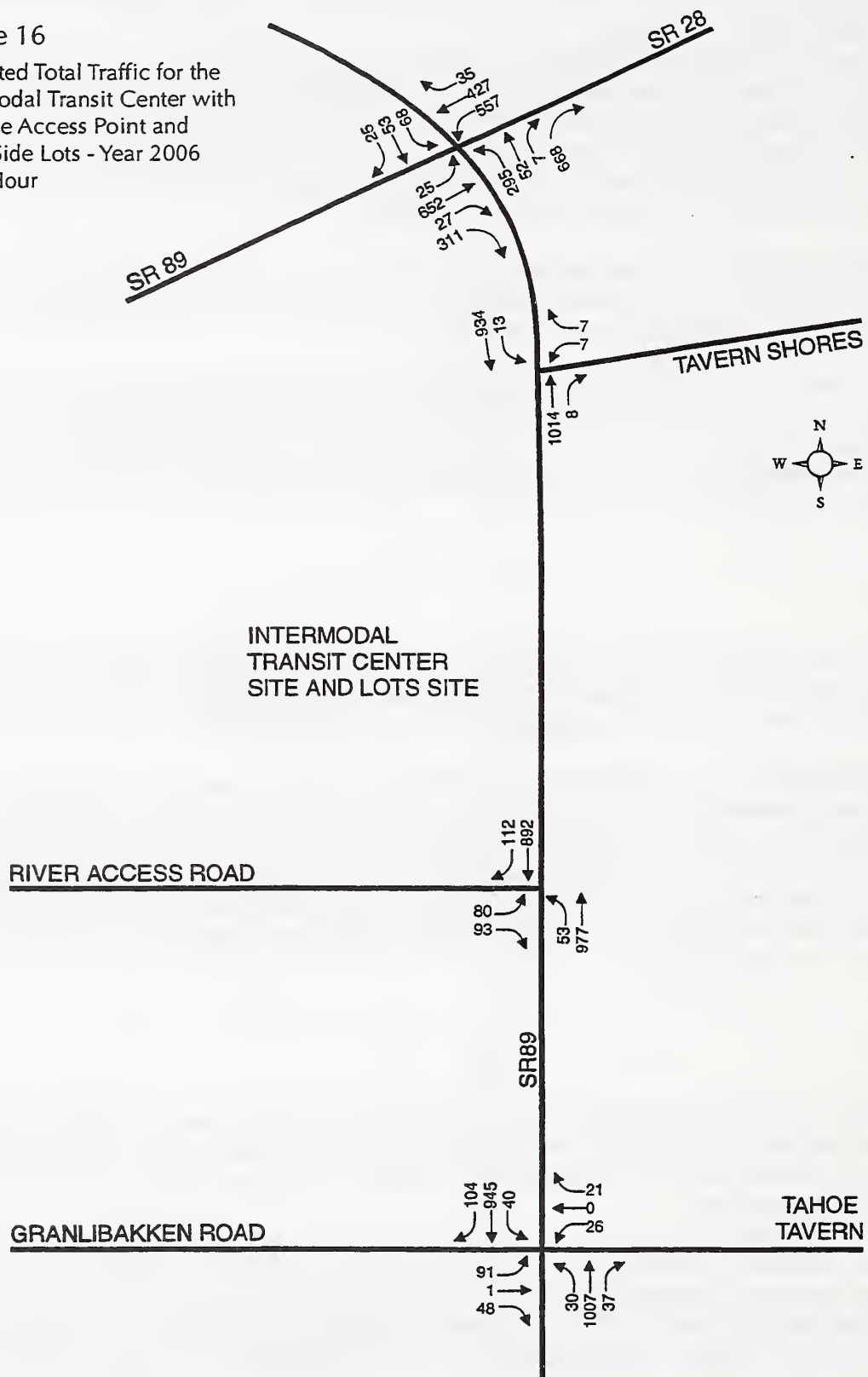


Figure 17

Estimated Total Traffic for the  
Intermodal Transit Center with  
Two Access Points - Year 2000  
Peak Hour

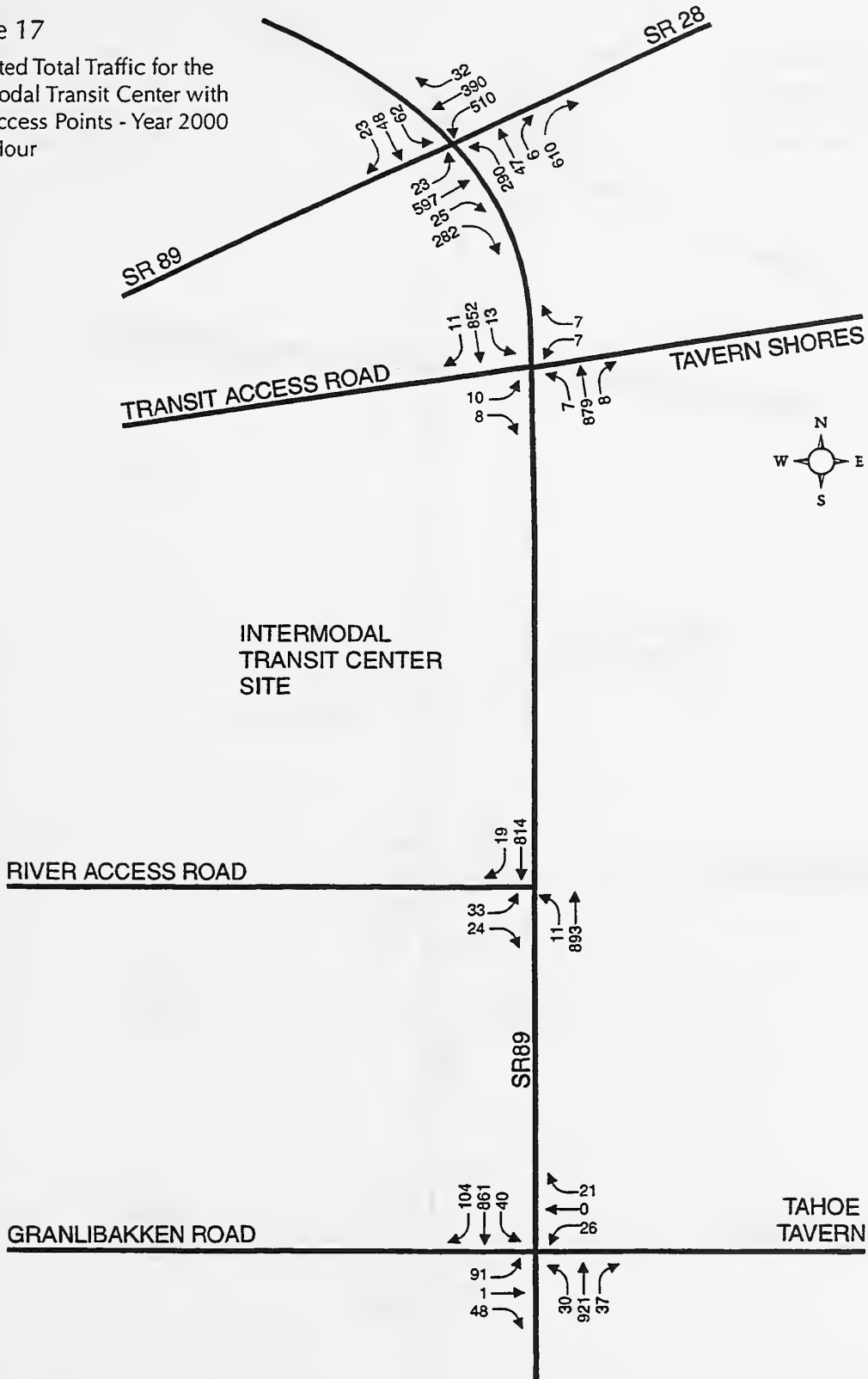




Figure 18

Estimated Total Traffic for the  
Intermodal Transit Center with  
Two Access Points and Lake  
Side Lots - Year 2006 Peak Hour

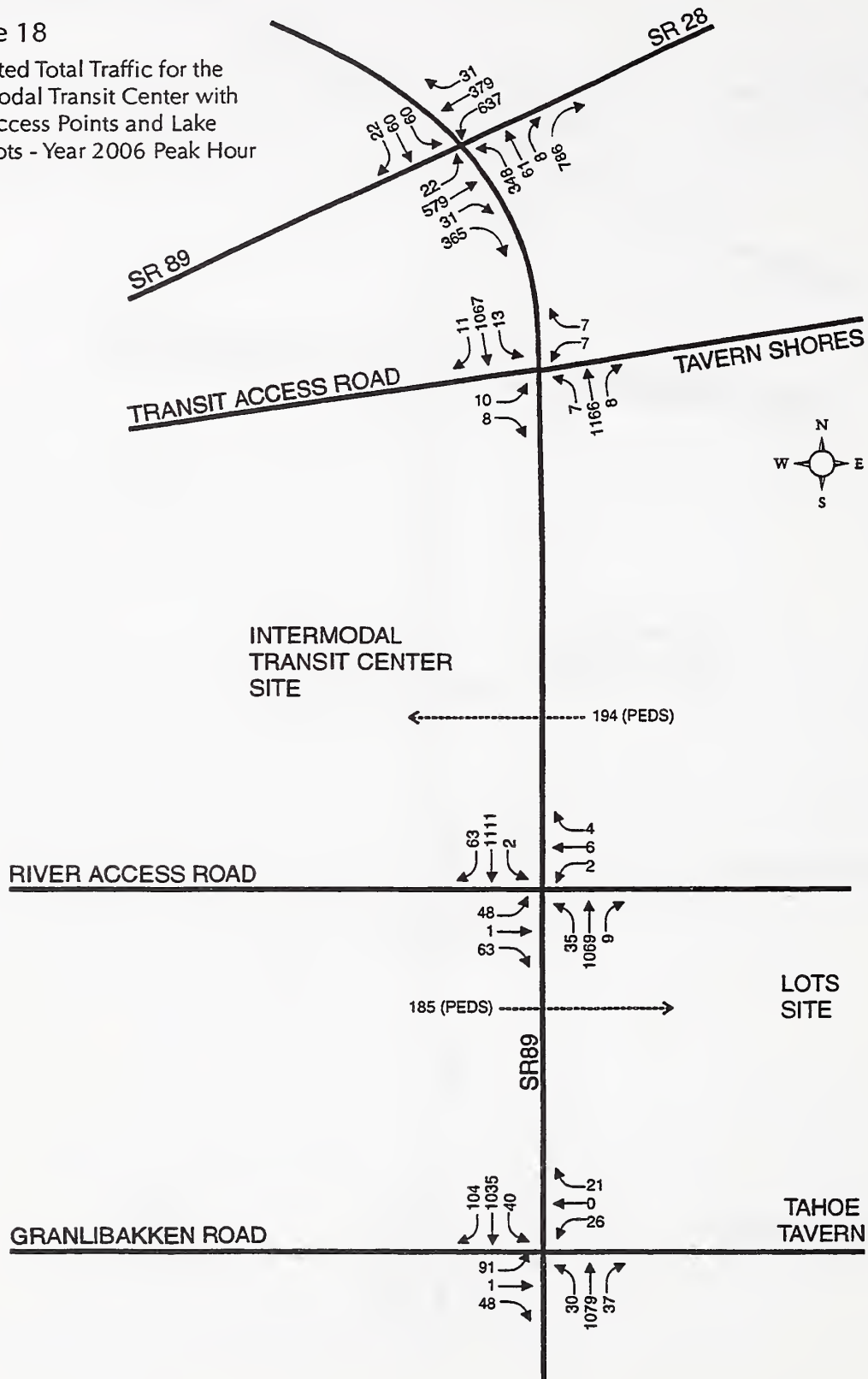


Figure 19

Estimated Total Traffic for the  
Intermodal Transit Center with  
Two Access Points and River  
Side Lots - Year 2006 Peak Hour

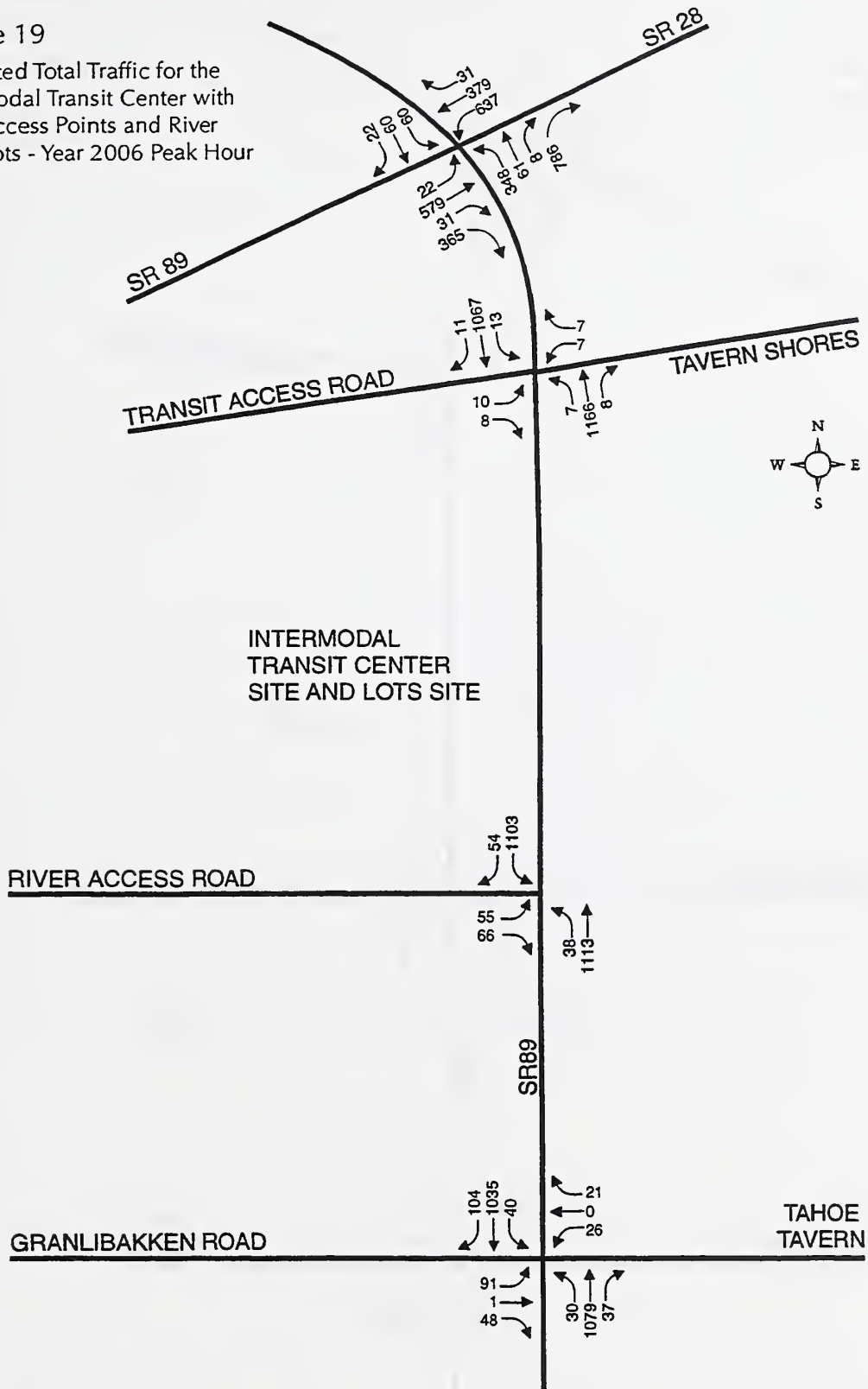


Figure 20  
Estimated Total Traffic  
for the Lake Side Lots -  
Year 2006 Peak Hour

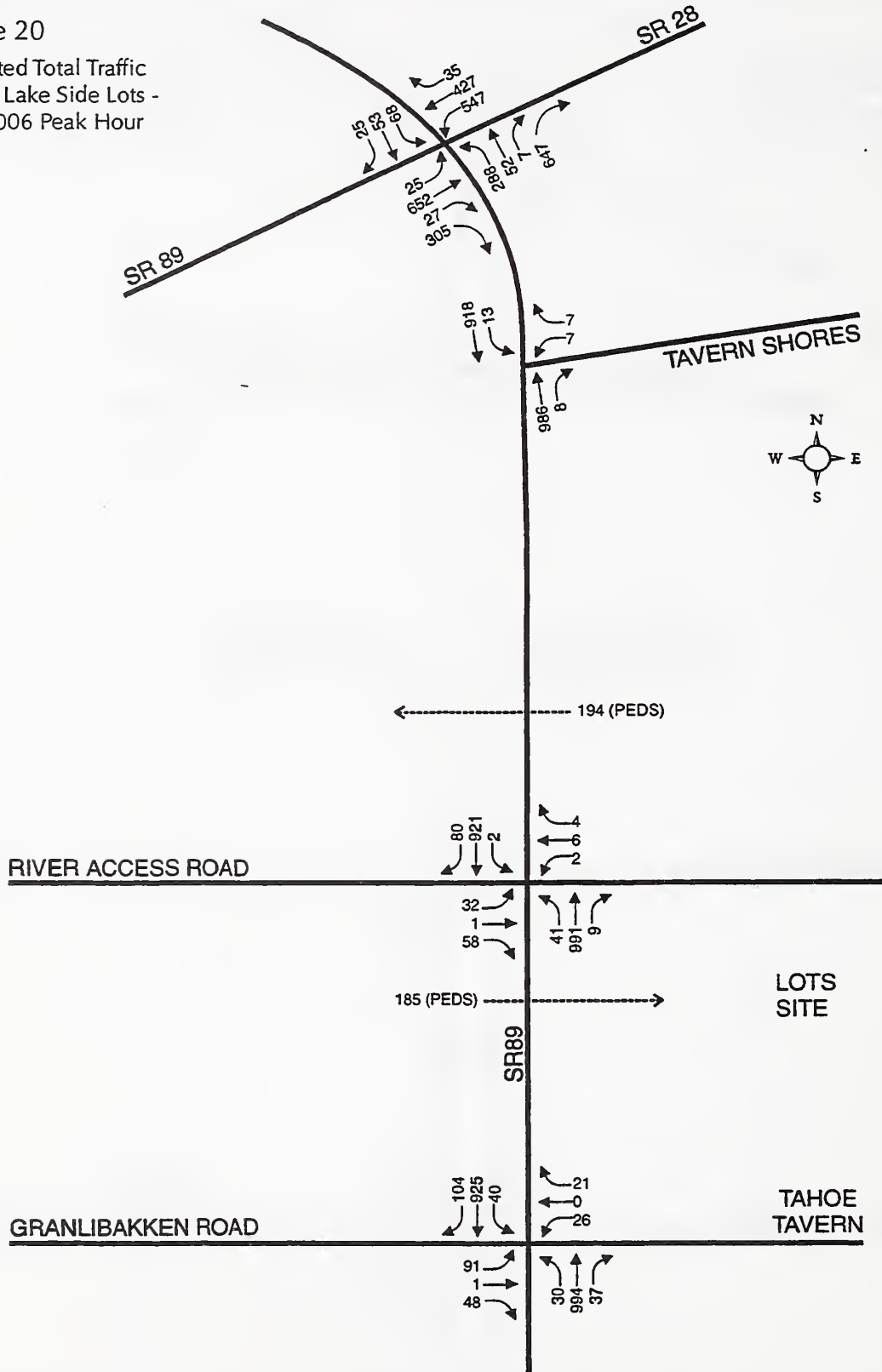




Figure 21

Estimated Total Traffic  
for the River Side Lots -  
Year 2006 Peak Hour



additional pressure on available parking spaces. The development of the LOTS will also result in the removal of the existing 16 parking spaces on the east or lake side of the 64-Acre Tract.

While the parking spaces to be provided for the Intermodal Transit Center and the LOTS have been judged to be adequate for those facilities, there is the likelihood that the lack of parking for recreational users along the Truckee River, the regional trail system, commercial establishments in Tahoe City, and for visitors to Fanny Bridge could spill over into the two new parking areas unless there are adequate controls.

## CIRCULATION

The Intermodal Transit Center would displace a portion of the existing on-site trail, pushing it to the northern property line, and extending its length by 380 feet. The development of the Intermodal Transit Center with a single access point on SR 89 would not result in an increase in the number of road/trail conflicts because the River Access Road would be replaced with a new Site Access Road north of the existing road. The development of the Intermodal Transit Center with two access points to SR 89 would introduce an additional road/trail conflict for pedestrians.

The development of the Intermodal Transit Center with the LOTS on the lake side of SR 89 would introduce additional pedestrians crossing the roadway to reach the interpretive facility. As shown on Figures 9 and 12, it is estimated that there would be 185 pedestrians crossing from the west side of SR 89 to the east side during the Year 2006 peak hour and 194 pedestrians crossing from the east side to the west side of SR 89 during the same period.

The estimated pedestrian crossings are the maximum or worst case condition. This condition only occurs during the middle of the day in the period from the Fourth of July holiday to Labor Day. This is also the same period of the year that SR 89 is operating at peak conditions, with vehicles queues of northbound traffic extending to the south of the 64-Acre Tract. Vehicle speeds on SR 89 during these peak periods are very slow because of the existing congestion at Fanny Bridge.

There are a number of ways for pedestrians to cross SR 89. One option would be to use an overhead structure. Because the 64-Acre Tract is relatively flat, an overcrossing that would provide the required 18 feet of road clearance with a maximum five percent grade would require a 360-foot ramp. In addition to it being extremely difficult to incorporate a 360-foot ramp on either side of SR 89, even assuming a circular or switchback design, the problem is that it is very difficult to get pedestrians to use overcrossings unless forced to by fencing or other controls that prevent at-grade crossings. For example, the overcrossings on Geary Boulevard at Webster Street and at Steiner Street in San Francisco routinely have pedestrians crossing at-grade, rather than using the structure. The development of an overcrossing could require extensive grading to develop a structure that would provide access for the disabled. Given the flat topography of the site, the resulting landform would appear unnatural. This, combined with the significant view of the structure from northbound or southbound traffic on SR 89, could violate TRPA criteria associated with travel route and scenic quality ratings.

Another option would be to develop an underground crossing. Research on undercrossings indicate that, because of losing line of sight with pedestrians, they are not typically a viable solution because of security. In addition, it may not be feasible to develop an undercrossing at the site because of the relatively high groundwater which would make it difficult to provide a dry pavement surface. Recent experience of TCPUD crews in the area has raised concern over the high groundwater levels in the area. Further, TRPA regulations prohibit interference with groundwater flows.

The other option is to have pedestrians parking at the 64-Acre Tract to cross SR 89 at grade. This could be accomplished by providing a crosswalk. The typical person walks at the rate of four feet per second. Therefore, to cross a SR 89, assuming a two lane, twenty-four foot road, requires six seconds. Based on a travel speed of 45 miles per hour, this would require a gap in traffic of about five hundred feet in each direction for a pedestrian to safely cross. If the pedestrian crossing were to occur at an intersection where the road is widened to 36 feet to accommodate a left turn lane, the time to cross SR 89 would increase to nine seconds or a gap of 800 feet in each direction. Given current and future traffic along SR 89, the availability of six and nine second gaps would be very limited. Pedestrians waiting to cross might become impatient and cross with an insufficient gap, requiring the oncoming automobile to yield and creating an unsafe condition.

The pedestrian crossing could be made safer and more visible to northbound and southbound traffic on SR 89 with the inclusion of signs warning of the presence of pedestrians, signs identifying the presence of the crosswalk, of flashing warning lights. The crosswalk could also be combined with a pedestrian activated set of warning lights or a stop sign. There is also a new crosswalk warning device, LightGuard®, that incorporates an in-road, lighted, pedestrian-activated system.

Crossing guards, such as currently provided at Fanny Bridge, could also be used during peak traffic periods. This would allow the pedestrian crossings to occur at regulated times, at the direction of the guard, as opposed to a random, potentially steady stream of pedestrians trying to cross the roadway.

Refuge islands could also be developed to allow pedestrians to cross one direction of traffic and have a safe place to wait for a gap to cross the other direction of traffic. The refuge island would need to be large enough to accommodate several pedestrians because it is likely that there could be groups crossing the roadway together. Refuge islands could be installed on a temporary basis during the peak season and removed during the winter to facilitate snow removal or they could be designed for permanent placement reflecting the need for snow removal.



# Results

## TRAFFIC

As set forth in the following discussion, the analysis of traffic with respect to intersection conditions and roadway segments identified that the Intermodal Transit Center with either a single access point or two access points would not result in a serious increase in traffic that would effect the intersections or the roadway segments. The combination of the Intermodal Transit Center and the LOTS, on either side of SR 89, would also not result in a serious increase. The analysis of traffic with respect to traffic signal warrants identified that the Intermodal Transit Center would satisfy warrants for a traffic signal as would the Intermodal Transit Center with the LOTS.

### Intersection Conditions

The "Unsignalized and Signalized Intersection Analysis" techniques, as published in the *Highway Capacity Manual* by the Transportation Research Board in 1994, were used to analyze the intersections of the Wye, SR 89 and Tavern Shores, SR 89 and the Site Access Road, and SR 89 and Granlibakken Road/Tahoe Tavern. These analyses were completed for the Intermodal Transit Center with a single access point and with two access points.

The analyses included the Year 2000 scenario with only the development of the Intermodal Transit Center, the Year 2006 with the Intermodal Transit Center and the LOTS on the lake side of SR 89, and the Year 2006 with the Intermodal Transit Center and the LOTS on the river side of SR 89. The capacity worksheets that provide the detail on the conditions at these intersections are provided in Appendix 2.

### *Intermodal Transit Center With A Single Access Point*

The results of the analysis of the Intermodal Transit Center with a single access point on SR 89 are shown in Table 4. Figure 5 identifies the turn movements that would occur with the Intermodal Transit Center and a single access point on SR 89, with the exception that the Site Access Road replaces the existing River Access Road.

**Tahoe City Wye.** As is indicated in Table 4, the Wye is projected to operate at a very acceptable LOS B for the Year 2000. A decrease in LOS over existing conditions would not occur at this intersection as a result of the Intermodal Transit Center with a single access point to SR 89. A slight increase in delay over existing conditions, approximately 0.2 seconds per vehicle, is projected.

For the Year 2006, with the addition of the LOTS, the intersection is still projected to operate acceptably with a LOS B for both the lake side and river side locations. A slight increase in delay over existing conditions, approximately 0.6 seconds per vehicle, is expected. The lake side and river side LOTS locations result in the exact same LOS and delay because the site-generated trips through this intersection are the same for both conditions.

**SR 89 and Tavern Shores.** For the Year 2000, the intersection of SR 89 and Tavern Shores is projected to experience the same overall intersection delay of 0.3 seconds per vehicle. However, the westbound

approach delay is expected to increase approximately 4.1 seconds and the LOS drops from D to E. The southbound left-turn will continue to operate at LOS B with a slight increase in delay of approximately 0.4 seconds.

**TABLE 4**  
**Intersection Capacity Analysis Summary**  
**Intermodal Transit Center With a Single Access Point**

Intersection and Turn Movements	Level of Service and Delay		
	Year 2000	Year 2006	
		Lake Side LOTS	River Side LOTS
Tahoe City Wye	B (13.1/0.532)	B (13.5/0.590)	B (13.5/0.590)
SR 89/Tavern Shores	(0.3)	(0.3)	(0.3)
Westbound Left and Right	E (30.2)	E (39.5)	E (39.5)
Southbound Left	B (6.3)	B (7.0)	B (7.0)
SR 89/Site Access Road	(4.6)	(35.7)	(38.3)
Eastbound Left and Through**	F (140.9) Left	F (*)	F (*) Left
Eastbound Right	B (8.0)	C (10.1)	C (10.1)
Westbound Left, Through, and Right	-	F (46.7)	-
Northbound Left	B (6.1)	B (7.4)	B (7.6)
Southbound Left	-	B (6.6)	-
SR 89/Granlibakken/Tahoe Tavern	(98.7)	(157.3)	(157.3)
Eastbound Left and Through	F (*)	F (*)	F (*)
Eastbound Right	B (9.1)	C (10.3)	C (10.3)
Westbound Left, Through, and Right	F (150.6)	F (413.1)	F (413.1)
Northbound Left	B (6.8)	B (7.6)	B (7.6)
Southbound Left	B (6.9)	B (7.7)	B (7.7)

Notes: Signalized Intersection: Level of service (delay and critical volume to capacity ratio)

Unsignalized Intersection: Intersection delay, movement level of service (average movement delay in seconds/vehicle)

\* Extreme delay that cannot be calculated

\*\* Lane assignment for the Year 2000 assumed an exclusive left-turn lane and an exclusive right-turn lane on the Site Access Road.

For the Year 2006, the overall intersection delay remains at 0.3 seconds per vehicle for both the lake side and river side LOTS. However, the delay for the westbound approach increases to 39.5 seconds per vehicle, an increase of approximately 13.4 seconds per vehicle.

**SR 89 and the Site Access Road.** The intersection of SR 89 and the Site Access Road is projected to operate acceptably in the Year 2000 with 4.6 seconds of overall delay. This is an increase in overall delay of approximately 4.0 seconds per vehicle over current conditions at the existing River Access Road. However, the eastbound left-turn is expected to experience a LOS F with approximately 141 seconds per vehicle delay. This will be an improvement over the existing LOS D for that specific turn movement, with approximately 30 seconds delay per vehicle. The critical northbound left-turn movement from SR 89, assumed to be an exclusive left-turn lane, is expected to operate at a LOS B



with approximately 6.1 seconds per vehicle delay. This movement maintains the same LOS as existing conditions with a slight increase in delay of approximately 0.2 seconds per vehicle.

The eastbound left-turns would experience significant delay in the peak hours at this intersection. This significant delay, experienced by the left-turns out of the site, is due to the heavy seasonal through traffic volumes projected on SR 89, not because of high traffic volumes generated from the site.

For the Year 2006, the intersection delay is expected to increase with the addition of the LOTS on either the lake side or river side of SR 89. For the lake side LOTS, an additional leg is added to the intersection for the access to the LOTS facility and the overall intersection delay increases over existing conditions to approximately 35.1 seconds per vehicle. The eastbound shared left-turn and through movements would operate at a LOS F and experience significant delay. In addition, the westbound approach is also expected to operate at a LOS F with approximately 47 seconds per vehicle delay. The northbound and southbound left-turns from SR 89, however, would operate acceptably with LOS B with 7.4 seconds per vehicle delay and 6.6 seconds per vehicle delay, respectively. This is the same LOS as existing conditions with a slight increase in delay of approximately 1.7 seconds per vehicle for the northbound left-turn movement.

For the river side LOTS, the overall intersection delay is expected to increase approximately 37.7 seconds per vehicle over existing conditions. The eastbound left-turn movement would operate at LOS F with significant delay. This is a decrease from the existing LOS D. The northbound left-turn movement is projected to operate at LOS B with 7.6 seconds per vehicle delay. This maintains the existing LOS for this movement with a slight increase in delay of 1.3 seconds per vehicle.

***SR 89 and Granlibakken Road/Tahoe Tavern.*** For the Year 2000, the intersection of SR 89 and Granlibakken Road/Tahoe Tavern is projected to have an overall intersection delay of 98.7 seconds per vehicle. This equates to an increase in delay of approximately 21 seconds per vehicle. The increase in delay can be attributed to the left-turns out of Granlibakken Road and Tahoe Tavern as they would continue to operate at LOS F for both the lake side and river side LOTS.

It should be noted that as is the case with the SR 89 and the Site Access Road the significant delay experienced by these left-turns is not due to increased traffic from the 64-Acre Tract. It is a matter of the left-turns having to wait for acceptable gaps in the heavy traffic volumes on SR 89 and is typical of minor roadways that intersect with high volume, major roadways during peak traffic periods.

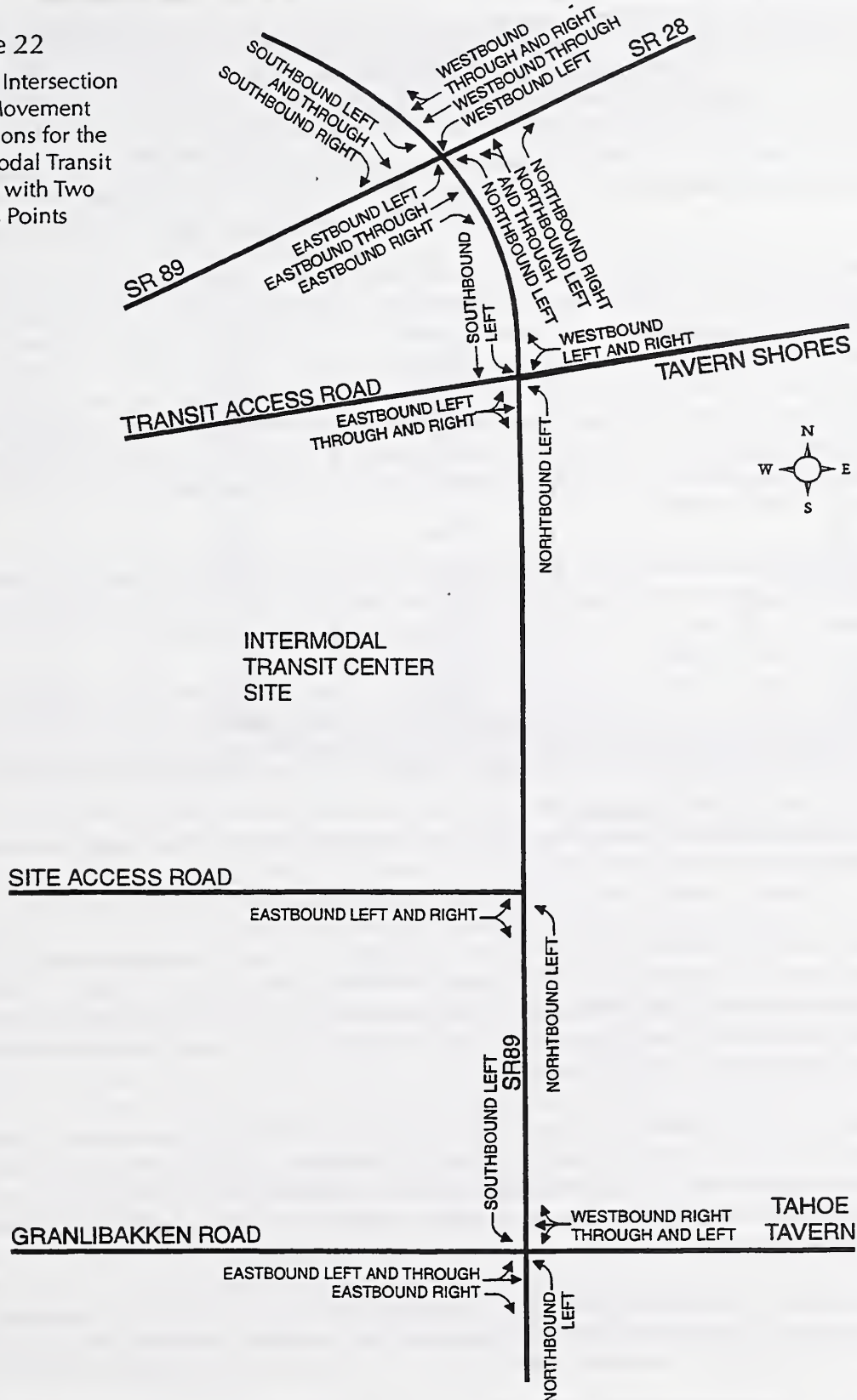
#### ***Intermodal Transit Center With Two Access Points***

For the Intermodal Transit Center with two access points from SR 89, the intersection at Tavern Shores would become a four-legged intersection. The new fourth leg being the "transit only" access on the west side of SR 89. All transit vehicles would use this access point instead of the combined vehicle and transit access in the single access condition. The intersection capacity results of the Intermodal Transit Center with the two access points on SR 89 are shown in Table 5. Figure 22 identifies the turn movements that would occur with the Intermodal Transit Center and two access points on SR 89.



Figure 22

Future Intersection  
Turn Movement  
Directions for the  
Intermodal Transit  
Center with Two  
Access Points



**TABLE 5**  
**Intersection Capacity Analysis Summary**  
**Intermodal Transit Center With Two Access Points**

Intersection and Turn Movements	Level of Service and Delay		
	Year 2000	Year 2006	
		Lake Side LOTS	River Side LOTS
Tahoe City Wye	B (13.1/0.542)	B (14.6/0.764)	B (14.6/0.764)
SR 89/Tavern Shores	(0.6)	(1.2)	(1.2)
Eastbound Left, Through, and Right	E (33.9)	F (87.1)	F (87.1)
Westbound Left, Through, and Right	D (29.0)	F (69.0)	F (69.0)
Northbound Left	B (5.8)	B (7.4)	B (7.4)
Southbound Left	B (6.0)	B (8.4)	B (8.4)
Site Access Road	(1.3)	(24.2)	(29.9)
Eastbound Left and Through**	F (66.0) Left	F (*)	F (*) Left
Eastbound Right	B (7.5)	C (12.8) Right	C (12.8) Right
Westbound Left, Through, and Right	-	F (69.1)	-
Northbound Left	B (5.6)	B (9.0)	B (8.9)
Southbound Left	-	B (7.3)	-
SR 89/Granlibakken Road	(98.7)	(249.1)	(249.1)
Eastbound Left and Through	F (*)	F (*)	F (*)
Eastbound Right	B (9.1)	C (11.7)	C (11.7)
Westbound Left, Through, and Right	F (150.6)	F (*)	F (*)
Northbound Left	B (6.8)	B (8.5)	B (8.5)
Southbound Left	B (6.9)	B (8.5)	B (8.5)

Notes: Signalized Intersection: Level of service (delay and critical volume to capacity ratio)

Unsignalized Intersection: Intersection delay, movement level of service (average movement delay in seconds per vehicle)

\* Extreme delay that cannot be calculated

\*\* Lane assignment for the Year 2000 assumed an exclusive left-turn lane and an exclusive right-turn lane on the Site Access Road.

**Tahoe City Wye.** As is indicated in Table 5, the Wye is projected to operate at a very acceptable LOS B for the Year 2000 with the Intermodal Transit Center with two access points to SR 89. A decrease in LOS over existing conditions would not occur at this intersection as a result of the development and operation of the Intermodal Transit Center. A slight increase in delay over existing conditions, approximately 0.2 seconds per vehicle, is projected.

For the Year 2006, with the addition of the LOTS, the intersection is still projected to operate acceptably with a LOS B for both the lake side and river side locations. A slight increase in delay over existing conditions, approximately 1.7 seconds per vehicle, is expected. The lake side and river side LOTS result in the exact same LOS and delay because the site-generated trips through this intersection are the same for both locations.

**SR 89 and Tavern Shores.** For the Year 2000, the intersection of SR 89 and Tavern Shores is projected to experience an overall intersection delay of 0.6 seconds per vehicle. However, the westbound approach delay is expected to increase approximately 2.9 seconds and maintain LOS D. The

southbound left-turn would continue to operate at LOS B with a slight increase in delay of approximately 0.1 seconds.

For the Year 2006, the overall intersection delay would be 1.2 seconds per vehicle for both the lake side and river side LOTS. However, the delay for the westbound approach increases to 69 seconds per vehicle, an increase of approximately 43 seconds per vehicle. The northbound and southbound left-turns from SR 89 are projected to operate acceptably at LOS B.

**SR 89 and the Site Access Road.** The intersection of SR 89 and the Site Access Road is projected to operate acceptably in the Year 2000 with 1.3 seconds of overall delay. This is an increase in overall delay of approximately 0.7 seconds per vehicle. However, the eastbound left-turn is expected to experience a LOS F with approximately 66 seconds per vehicle delay. This is an increase over the existing LOS D and an increase of approximately 36.3 seconds per vehicle delay. The critical northbound left-turn movement from SR 89, assumed to be an exclusive left-turn lane, is expected to operate at a LOS B with approximately 5.6 seconds per vehicle delay. This movement maintains the same LOS as existing conditions with a slight increase in delay of approximately 0.1 seconds per vehicle.

The eastbound left-turns would experience delay in the peak hours at this intersection. The significant delay experienced by the left-turns out of the site is due to the heavy seasonal through traffic volumes projected on SR 89, not because of high traffic volumes generated from the site.

For the Year 2006, the intersection delay is expected to increase with the addition of the LOTS on either the lake side or river side of SR 89. For the lake side LOTS location, an additional leg is added to the intersection for the access to the LOTS facility and the overall intersection delay increases over existing conditions approximately by 23.6 seconds per vehicle. The eastbound shared left-turn and through movements would operate at a LOS F and experience significant delay. In addition, the westbound approach is also expected to operate at a LOS F with approximately 69 seconds per vehicle delay. The northbound and southbound left-turns from SR 89, however, would operate acceptably with LOS B with 9.0 seconds per vehicle delay and 7.3 seconds per vehicle delay, respectively. This is the same LOS as the existing conditions with slight increases in delay of approximately 3.3 seconds per vehicle for the northbound left-turn movement.

For the river side LOTS location, the overall intersection delay is expected to increase approximately 29 seconds per vehicle over existing conditions. The eastbound left-turn movement would operate at LOS F with significant delay. This is a decrease from the existing LOS D. The northbound left-turn movement is projected to operate at LOS B with 9.0 seconds per vehicle delay. This maintains the existing LOS for this movement with a slight increase in delay of 3.3 seconds per vehicle.

**SR 89 and Granlibakken Road/Tahoe Tavern.** For the Year 2000, the intersection of SR 89 and Granlibakken Road/Tahoe Tavern is projected to have an overall intersection delay of 98.7 seconds per vehicle. This equates to an increase in delay of approximately 21 seconds per vehicle. The increase in delay can be attributed to the left-turns out of Granlibakken Road and Tahoe Tavern as they would continue to operate at LOS F. The northbound and southbound left-turns from SR 89 would operate at LOS B with approximately 7 seconds delay. This is approximately a 1 second increase in delay over existing conditions.



For the Year 2006, the intersection would operate with an overall intersection delay of 249.1 seconds per vehicle with both the lake side LOTS and the river side LOTS locations. This is an increase in delay of approximately 171 seconds per vehicle. The eastbound and westbound left-turn movements would operate at LOS F with significant delay. The northbound and southbound left-turn movements, however, would operate at LOS B with 8.5 seconds of delay each. This is approximately a 2 second increase in delay over existing conditions.

It should be noted, that as is the case with the SR 89 and the Site Access Road intersection, the significant delay experienced by these left-turns is not due to increased traffic from the Intermodal Transit Center site. It is a matter of the left-turns having to wait for acceptable gaps in the heavy traffic volumes on SR 89 and is typical of minor roadways that intersect with high volume, major roadways during peak traffic periods.

It is also important to keep in mind that the analyses for the Intermodal Transit Center with a single access point to SR 89 and with two access points represent the worst case conditions. In other words, the peak traffic hour for all of the roadways and the peak traffic hour for the Intermodal Transit Center and the LOTS were combined and then analyzed. This peak traffic hour is representative of only a short period of a total day. For off-peak periods throughout the day, these intersections are projected to operate with better LOS and less delay.

#### ***LOTS Facility***

For the LOTS facility only, intersection capacity analyses were conducted without including the proposed Intermodal Transit Center project. Analyses for the Year 2006, both with the lake side and river side LOTS were completed. The intersection capacity results of the LOTS facility analyses are shown in Table 6.

***Tahoe City Wye.*** As is indicated in Table 6, the Wye would continue to operate at LOS B for the Year 2006 with either the lake side or river side LOTS. A slight increase in delay over existing conditions, approximately 0.6 seconds per vehicle, is expected. The lake side and river side LOTS result in the exact same LOS and delay because the site-generated trips through this intersection are the same.

***SR 89 and Tavern Shores.*** For the Year 2006, the overall intersection delay would still be 0.3 seconds per vehicle for both the lake side and river side LOTS. However, the delay for the westbound approach increases to 36.7 seconds per vehicle, an increase of approximately 10.6 seconds per vehicle. The southbound left-turn from SR 89 is projected to operate acceptably at LOS B with 6.8 seconds per vehicle delay.

***SR 89 and the Site Access Road.*** For the Year 2006, the intersection delay is expected to increase over existing conditions with the addition of the LOTS on either the lake side or river side of SR 89. For the lake side LOTS location, an additional leg is added to the intersection for the access to the LOTS facility and the overall intersection delay increases over existing conditions approximately 2.6 seconds per vehicle. The eastbound shared left-turn and through movements would operate at LOS F and experience significant delay. In addition, the westbound approach is also expected to operate at a LOS F with approximately 46 seconds per vehicle delay. The northbound and southbound left-turns from SR 89, however, would operate acceptably with LOS B with 7.3 seconds per vehicle delay and 6.7

seconds per vehicle delay, respectively. This is the same LOS as existing conditions with a slight increase in delay of approximately 1.6 seconds per vehicle for the northbound left-turn movement.

**TABLE 6**  
**Intersection Capacity Analysis Summary**  
**LOTS Facility**

Intersection and Turn Movement	Level of Service and Delay Year 2006	
	Lake Side LOTS	River Side LOTS
Tahoe City Wye	B (13.5/0.582)	B (13.5/0.582)
SR 89/Tavern Shores	(0.3)	(0.3)
Eastbound Left, Through, and Right	—	—
Westbound Left, Through, and Right	E (36.7) Left and Right	E (36.7) Left and Right
Northbound Left	—	—
Southbound Left	B (6.8)	B (6.8)
SR 89/Site Access Road	(3.2)	(84.8)
Eastbound Left and Through	F (163.4)	F (*) Left and Right
Eastbound Right	B (9.5)	—
Westbound Left, Through, and Right	F (46.1)	—
Northbound Left	B (7.3)	B (7.7)
Southbound Left	B (6.7)	—
SR 89/Granlibakken Road	(146.6)	(146.6)
Eastbound Left and Through	F (*)	F (*)
Eastbound Right	B (10.0)	B (10.0)
Westbound Left, Through, and Right	F (347.4)	F (347.4)
Northbound Left	B (7.4)	B (7.4)
Southbound Left	B (7.6)	B (7.6)

Notes: Signalized intersection: Level of service (delay and critical volume to capacity ratio)

Unsignalized Intersection: Intersection delay, movement level of service (average movement delay in seconds per vehicle)

\* Extreme delay that cannot be calculated

For the river side LOTS location, the overall intersection delay is expected to increase approximately 84.2 seconds per vehicle over existing conditions. The eastbound left-turn movement would operate at LOS F with significant delay. This is a decrease from the existing LOS D. The northbound left-turn movement is projected to operate at LOS B with 7.7 seconds per vehicle delay. This maintains the existing LOS for this movement with a slight increase in delay of 2.0 seconds per vehicle.

**SR 89 and Granlibakken Road/Tahoe Tavern.** For the Year 2006, the intersection would operate with an overall delay of 146.6 seconds per vehicle with both the lake side LOTS and the river side LOTS. This is an increase in delay of approximately 69 seconds per vehicle over existing conditions. The eastbound and westbound left-turn movements would operate at LOS F with significant delay. The northbound and southbound left-turn movements, however, would operate at LOS B.



side during peak hours. During the same period, a maximum of 194 pedestrians would cross from the east side to the west side of the roadway. Without proper controls, this additional pedestrian traffic could result in further conflicts with the vehicles on SR 89. However, it should be recognized that during peak periods, traffic on SR 89 is already congested because of the conditions at Fanny Bridge. The potential addition of other pedestrians at the site of the 64-Acre Tract should not result in a significant problem if the appropriate mitigation measures previously identified were employed to ensure safety.

### **Traffic Signal Warrants**

The following discussion presents information concerning whether conditions at the intersections associated with the Intermodal Transit Center and the LOTS warrant the inclusion of traffic signals.

#### ***Intermodal Transit Center With A Single Access Point***

The Federal Highway Administration and the American Association of State Highway and Transportation Officials has published a set of warrants to set conditions under which the installation of traffic signals are justified. The warrants for traffic signals are detailed in the *Manual On Uniform Traffic Control Devices* (MUTCD).

Because of the increase in traffic volumes expected for the revised intersection of SR 89 and Site Access Road, it is appropriate to look at the possibility of the intersection meeting warrants for traffic signal installation. With the addition of the Intermodal Transit Center traffic to this intersection, it appears that the intersection meets Warrant #11, "Peak Hour Volume," for the Year 2000. However, it should be noted that the traffic volumes are estimated from a peak holiday weekend and further study of this intersection should be done to confirm meeting warrants for signalization.

For the Year 2006, with the addition of the LOTS on either side of SR 89, this intersection also appears to meet Warrant #11, "Peak Hour Volume." As mentioned previously, however, additional studies should be conducted to confirm that warrants are met in other times than during a peak holiday weekend.

#### ***Intermodal Transit Center With Two Access Points***

For the Intermodal Transit Center with two access points, in the Year 2000 the projected traffic volumes at the SR 89 and the Site Access Road intersection do not appear to meet warrants for traffic signal installation. Because the transit traffic would use the second access point north of this intersection, the Site Access Road no longer meets the minimum traffic volume to satisfy signal warrants.

For the Year 2006, with either the lake side or river side LOTS, Warrant #11 is expected to be met. In addition, with the lake side LOTS scenario, approximately 379 pedestrians are expected to cross SR 89 in the peak hour to access the LOTS facility. Some type of pedestrian crossing should be provided for, as described previously.

#### ***LOTS Facility***

For the Year 2006 with the lake side LOTS, the intersection of SR 89 and the Site Access Road would most likely meet warrants for traffic signal installation under Warrant #11, "Peak Hour Volume." Again, accommodations for pedestrians should be provided as mentioned previously.



## TRANSIT

The Intermodal Transit Center would include parking for six buses at one time. Seating/waiting space for a maximum of 100 persons would be provided. A drop-off area in the transit/community parking lot near the Intermodal Transit Center would accommodate handicap access and “kiss and ride” uses. This area would also serve as a drop-off/pick-up point for private shuttle vehicles and taxicabs.

The Intermodal Transit Center provides a convenient facility at which passengers can transfer between transit buses, or from other modes to transit and could result in increased transit use because of the convenience provided. It provides year-round shelter for passengers and a safe location for transferring between buses.

### Intermodal Transit Center With A Single Access Point

With a single access point to SR 89, transit vehicles would experience a delay in exiting the Intermodal Transit Center if the intersection of the Site Access Road and SR 89 remains unsignalized. As the intersection analysis previously presented demonstrates, for the Year 2000, the eastbound left-turn is expected to experience a LOS F with approximately 141 seconds delay per vehicle. The delay experienced by the left-turns out of the site during peak periods is due to heavy traffic on SR 89, not because of high traffic volumes from the 64-Acre Tract.

Transit vehicles entering the Intermodal Transit Center would not experience significant delay as the northbound left-turn movement from SR 89, assumed to be an exclusive left turn lane, is expected to operate at a LOS B with approximately 6.1 seconds per vehicle delay. Also, for the southbound right-turn movement from SR 89, there would be an exclusive right-turn lane so that vehicles would be able to by-pass through traffic if it is backed up at this location.

If the intersection of SR 89 and the Site Access Road were signalized, the delay experienced by transit vehicles exiting the site would be decreased. It can safely be assumed that the traffic light would service the Site Access Road more frequently than 141 seconds, the maximum delay previously identified. One option would be for the transit operators to have a device that would trip the signal as the vehicles approach the intersection.

For the Year 2006, the intersection delay, and thus the delay experienced by the transit vehicles exiting the site, is expected to increase with the addition of the LOTS on either the lake side or the river side of SR 89. For the lake side LOTS, the eastbound shared left-turn and through-turn movements would operate at a LOS F and experience significant delay. The northbound and southbound left-turns from SR 89 would, however, operate acceptably with a LOS B with 7.4 seconds per vehicle delay and 6.6 seconds per vehicle delay, respectively.

For the river side LOTS, the eastbound left-turn movement would operate at a LOS F with significant delay. This is a decrease from the existing LOS D. The northbound left-turn movement is projected to operate at LOS B with 7.6 seconds delay per vehicle. This maintains the existing LOS for this movement, with a slight increase in delay of 1.3 seconds per vehicle.

### **Intermodal Transit Center With Two Access Points**

With two access points, transit vehicles would enter and exit the Intermodal Transit Center using a new fourth leg of the intersection of SR 89 and the Tavern Shores access road. Under this condition, transit vehicles exiting the 64-Acre Tract are expected to experience approximately 33.9 seconds delay during the peak hours. Transit vehicles entering the site, specifically the northbound left-turn from SR 89, would experience approximately 5.8 seconds delay.

For the Year 2006, with either the lake side LOTS or the river side LOTS, the delay experienced by transit vehicles exiting the site is expected to increase to approximately 87.1 seconds per vehicle. The increase in delay can be attributed to the increase in background traffic, rather than to the traffic generated from the LOTS. The transit vehicles entering the site, primarily the northbound left-turn from SR 89, would still operate acceptably with approximately 7.4 seconds delay per vehicle.

### **LOTS Facility**

Without the development of the Intermodal Transit Center there would be no major change with respect to the transit system. The existing facilities would continue to be used and there would be no all weather, year round, safe location for passengers.

## **PARKING**

The Intermodal Transit Center and all proposed new parking would be located to the north of the existing River Access Road. The transit/community parking lot would include 130 spaces and would be located as close to the Wye as possible. The parking for the LOTS would contain 80 spaces and would be located as close to the interpretive center as possible. The Intermodal Transit Center would be located adjacent to these parking areas. Based on the detailed analysis previously conducted by LSC to determine the amount of parking spaces needed for the Intermodal Transit Center and the LOTS, the proposed number of parking spaces and the layout of the parking spaces would accommodate the projected uses of the 64-Acre Tract facilities. In addition, the proposed project would consolidate access to the new parking to allow for parking management during the peak season. The ability to manage parking would address the potential problem that parking for river rafting and other uses not related to the Intermodal Transit Center and the LOTS could use up all of the new parking during the peak season.

One way to address this would be through a parking management program. A kiosk could be located at the Site Access Road near the entrance to the parking areas. The kiosk would be operated by an individual that would provide passes to the parking areas. The Intermodal Transit Center users would receive a colored pass that they would place in their vehicle and park in one of the 130 spaces to be provided for that facility. The LOTS users would receive a different color pass for their vehicles, and individuals wishing to go rafting or to use the bicycle trails would receive yet another color pass to place in their vehicle. Individuals with rafting equipment, canoes, bicycles, and related recreation equipment would be directed to the existing recreation parking. When the maximum number of parking passes for each of the three lots were allocated, individuals wishing to use those lots would be turned away from the 64-Acre Tract and directed to other parking locations.



It would also be desirable to have a uniformed individual to patrol the parking areas to ensure that only vehicles with the proper colored passes were parked in each of the three lots. The uniformed individual could write tickets for improperly parked vehicles and could also have the authority to have vehicles towed from the lots if conditions warranted. "No Parking" signs could be added to the shoulders of the Site Access Road and SR 89 and barriers could also be provided to prevent vehicle parking. This could help protect existing vegetation and that to be used in landscaping the site. It could also help reduce problems that arise with respect to land coverage and water quality when vehicles park on unpaved surfaces.

## CIRCULATION

The Intermodal Transit Center includes amenities to encourage intermodal uses while maintaining and/or improving existing bicycle and pedestrian trails. A new portion of the recreation trail system would be constructed along the northern boundary of the site to preserve the current trail loop system and avoid trail/transit user conflicts. In addition, the facility would include bike racks at the perimeter to further encourage transit use.

The provision of the 130 parking spaces for the Intermodal Transit Center and the 80 spaces for the LOTS would result in the addition of a number of pedestrians to the 64-Acre Tract site. Table 7 presents an identification of the conditions when circulation related to the use of the 64-Acre Tract would require mitigation to reduce potential pedestrian/vehicle conflicts.

**TABLE 7**  
**Circulation Conditions That Warrant Mitigation**

	Year 2000	Year 2006
Intermodal Transit Center	No	No
Intermodal Transit Center with LOTS on Lake Side	Not Applicable	Yes
Intermodal Transit Center with LOTS on River Side	Not Applicable	No
LOTS on Lake Side	Not Applicable	Yes
LOTS on River Side	Not Applicable	No

For the Intermodal Transit Center with the lake side LOTS, it is projected that approximately 379 pedestrians will cross SR 89 in the vicinity of the LOTS during the peak period. This would also be the peak period for vehicles entering and leaving the facility.

Based on the projected pedestrian volume, a pedestrian actuated crossing signal would meet Warrant #3 in the MUTCD. Warrant #3, "Minimum Pedestrian Volume," requires that 100 or more pedestrian



crossings for each of any four hours per day or 190 or more during any one hour and that there are less than 60 gaps per hour in the traffic stream of adequate lengths for pedestrians to cross the roadway. During the peak summer season, it is estimated that both of these criteria would be met. Because of the seasonal fluctuations of motorists, bicyclists, and pedestrians, an actuated pedestrian crossing would meet the demands during those peak periods but would not disrupt the flow of traffic during the off-season.

Because pedestrians and bicyclists are projected to be crossing SR 89 and because of the lack of adequate gaps in the traffic stream, as evidenced by the long delay experienced by vehicles trying to turn left onto SR 89, some provision for pedestrian crossing should be provided. An actuated pedestrian signal would help to organize pedestrian activity as well as alert the drivers of pedestrians in the area.

If installed, the pedestrian actuated signal should be located away from the intersection of roadways. That way, if the pedestrian signal is tripped, the vehicular movements at the intersection would not be hindered. As another alternative, in the extreme peak season for Lake Tahoe, pedestrian movements across SR 89 could be regulated by crossing guards similar to the operation implemented at Fanny Bridge. This would allow pedestrian crossings to occur at regulated times, at the direction of the guard, as opposed to a random, constant stream of pedestrians trying to make their way through the vehicles.

At a minimum, refuge islands should be constructed on SR 89 to allow pedestrians to cross one direction of traffic, have a safe place to stand and wait for a gap to cross the other direction of traffic. The refuge island should be large enough to accommodate several pedestrians at one time as there would most likely be groups crossing the roadway together.

# Conclusion

## TRAFFIC

The Intermodal Transit Center will reduce traffic by making transit a more attractive option to the private automobile user. The facility will make it more convenient for visitors and residents to park and take the Tahoe City Trolley into Tahoe City rather than having to drive into the commercial core and find parking. It will also make transit more convenient for passengers using the TART buses along the north and west shores, the Truckee Bus, and the Lake Lapper around the lake. The increased transit use could reduce a considerable number of existing and future trips that would otherwise have to cross Fanny Bridge and move through the critical intersection at the Wye, especially during the peak summer period from the Fourth of July holiday to Labor Day. The Intermodal Transit Center will also make it easier for visitors and residents to be dropped off and picked up at the 64-Acre Tract so that they can use the shuttle services provided by the local ski resorts.

The development of the Intermodal Transit Center will result in only a minor increase in traffic at critical intersections and on adjacent roadway segments. This would also be the case with the development of the LOTS. The existing traffic along SR 89 in the vicinity of the 64-Acre Tract is already heavily congested during peak periods and the additional traffic from the development of the new facilities at the 64-Acre Tract would add only a small amount at critical intersections and on the highway. For example, the Intermodal Transit Center would only result in approximately 2.5 percent of the traffic on the section of SR 89 adjacent to the 64-Acre Tract in the Year 2000 and the combination of the Intermodal Transit Center and the LOTS would only result in approximately 2.7 percent of the traffic in the Year 2006.

## TRANSIT

The Intermodal Transit Center, with its paved parking, provides a convenient location for centralizing transit operations and will address the needs identified in the Community Plan and other planning documents. The facility has been designed to meet existing and future transit system needs. It has also been designed to provide a safe transfer location for passengers and to provide a sheltered, all-weather waiting space for transit patrons. Adding a traffic light at the intersection to SR 89, at a minimum that could be tripped by the transit operators, will provide for more effective turn movements into and out of the site.

## PARKING

The 130 parking spaces to be provided with the Intermodal Transit Center are adequate to meet its parking needs as will be the 80 spaces to be provided with the LOTS. However, the existing 66 spaces paved spaces provided on the west side of the 64-Acre Tract for recreation users is inadequate, especially if the current parking on unpaved surfaces along the existing River Access Road and SR 89 is removed in addition to the 16 spaces on the lake side of the side. Therefore, parking control will be

needed at the site to ensure the parking for the Intermodal Transit Facility and the LOTS function as planned. In addition, an overall parking management program is needed in the area of the 64-Acre Tract to address and resolve current and future parking issues.

## **CIRCULATION**

The development of the Intermodal Transit Center will require the relocation and extension of the existing on-site paved trail system at the 64-Acre Tract. The facility will provide transit users ready access to the on-site trail system as well as the regional trail system located adjacent to the site. In addition, the location of the Intermodal Transit Center and its parking lot will allow users of the facility ready access to Fanny Bridge and Tahoe City. Mitigation measures will be implemented to reduce the potential pedestrian/vehicle conflicts that could arise from the additional users.

The Intermodal Transit Center and the LOTS on the lake side of SR 89 will also result in additional pedestrian crossings at the 64-Acre Tract. Mitigation measures to reduce potential pedestrian/vehicle conflicts will include features such as crosswalks, pedestrian warning signs, flashing warning lights, crossing guards, refuge islands, and traffic signals.



# Appendix 1

## Level of Service

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## LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Level of Service criteria for unsignalized intersections are stated in very broad terms, and are related to general delay ranges. Analysis for a stop- or yield-controlled intersection results in solutions for the capacity of each lane on the minor approaches. The Level of Service criteria are then based on the reserve, or unused, capacity of the lane in question, expressed in passenger cars per hour (PCPH).

Reserve Capacity (PCPH)	Level of Service	Expected Delay to Minor Street Traffic
Greater than 400	A	Little or no delay
300-399	B	Short traffic delays
200-299	C	Average traffic delays
100-199	D	Long traffic delays
0-99	E	Very long traffic delays
*	F	*

\*When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition usually warrants improvement to the intersection.

Level of Service for signalized intersections is defined in terms of delay. Delay is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. Delay is a complex measure, and is dependent on a number of variables, including the quality of (the signal) progression, the cycle length, the green time ratio, and the volume/capacity (v/c) ratio for the lane group or approach in question.

**Level of Service A** describes operations with very low delay, that is, less than 5.0 seconds per vehicle. This occurs when progression is extremely favorable, and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay.

**Level of Service B** describes operations with delay in the range of 5.1 to 15.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. More vehicles stop than for LOS A, causing higher levels of average delay.

**Level of Service C** describes operations with delay in the range of 15.1 to 25.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

**Level of Service D** describes operations with delay in the range of 25.1 to 40.0 seconds per vehicle. At level D, the influence of congestion becomes more noticeable. Longer delays may result from some



combination of unfavorable progression, long cycle lengths, or high v/c ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

**Level of Service E** describes operations with delay in the range of 40.1 to 60.0 seconds per vehicle. This is considered to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios. Individual cycle failures are frequent occurrences.

**Level of Service F** describes operations with delay in excess of 60.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios below 1.00 with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing causes to such delay levels.

*Source: Highway Capacity Manual, Special Report 209, Transportation Research Board, National Research Council, Washington D.C., 1985.*

# Appendix 2

## Intersection Capacity Worksheets

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HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4f 09-01-1998  
Center For Microcomputers In Transportation

Streets: (E-W) SR 28 (N-S) SR 89  
Analyst: ATB File Name: 05198E.HC9  
Area Type: Other 7-16-98 PK HR  
Comment: EXISTING CONDITIONS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	2	2	< 0	1	> 1	< 0	0	> 1	1
Volumes	22	579	24	484	379	31	254	46	6	60	47	22
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations									
Phase Combination	1	2	3	4	5	6	7	8	
EB Left	*		*		NB Left	*			
Thru			*		Thru	*			
Right			*		Right	*			
Peds	*	*	*		Peds	*			
WB Left	*	*	*		SB Left	*			
Thru		*	*		Thru	*			
Right		*	*		Right	*			
Peds	*	*	*		Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	8.0A	5.0A	25.0A		Green	32.0A			
Yellow/AR	5.0	5.0	5.0		Yellow/AR	5.0			
Cycle Length:	90 secs	Phase combination order: #1 #2 #3 #5							

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C	Delay	LOS	Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio			Delay	LOS
EB	L	425	1770	0.054	0.444	10.2	B	17.8	C
	TR	1111	3702	0.600	0.300	18.0	C		
WB	L	1164	3539	0.450	0.556	7.9	B	9.6	B
	TR	1512	3679	0.300	0.411	11.5	B		
NB	L	469	1241	0.331	0.378	13.0	B	13.0	B
	LTR	490	1296	0.339	0.378	13.1	B		
SB	LT	498	1317	0.225	0.378	12.3	B	12.2	B
	R	590	1561	0.039	0.378	11.4	B		

Intersection Delay = 12.9 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.507

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Streets: (N-S) SR 89

(E-W) TAVERN SHORES

Major Street Direction.... NS

Length of Time Analyzed... 60 (min)

Analyst..... ATB

Date of Analysis..... 7/6/98

Other Information..... EXISTING TRAFFIC

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	0	> 1	0	0	0	0	0	> 0	< 0
Stop/Yield			N			N						
Volumes		872	8	13	811					7		7
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

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Step 1: RT from Minor Street WB EB

---

Conflicting Flows: (vph) 922  
 Potential Capacity: (pcph) 472  
 Movement Capacity: (pcph) 472  
 Prob. of Queue-Free State: 0.98

---

Step 2: LT from Major Street SB NB

---

Conflicting Flows: (vph) 926  
 Potential Capacity: (pcph) 621  
 Movement Capacity: (pcph) 621  
 Prob. of Queue-Free State: 0.98  
 TH Saturation Flow Rate: (pcphpl) 1700  
 RT Saturation Flow Rate: (pcphpl)  
 Major LT Shared Lane Prob.  
 of Queue-Free State: 0.95

---

Step 4: LT from Minor Street WB EB

---

Conflicting Flows: (vph) 1790  
 Potential Capacity: (pcph) 97  
 Major LT, Minor TH  
 Impedance Factor: 0.95  
 Adjusted Impedance Factor: 0.95  
 Capacity Adjustment Factor  
 due to Impeding Movements 0.95  
 Movement Capacity: (pcph) 92

---

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB L	8	92	>				
			154	26.1	0.3	D	26.1
WB R	8	472	>				
SB L	15	621		5.9	0.0	B	0.1

Intersection Delay = 0.3 sec/veh



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 =====

Streets: (N-S) SR 89 (E-W) RIVER ACCESS ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... EXISTING TRAFFIC  
 Two-way Stop-controlled Intersection  
 =====

	Northbound				Southbound				Eastbound				Westbound		
	L	T	R		L	T	R		L	T	R		L	T	R
No. Lanes	0	> 1	0		0	1	< 0		0	> 0	< 0		0	0	0
Stop/Yield				N				N							
Volumes	7	880			818	42			15		17				
PHF	.95	.95			.95	.95			.95		.95				
Grade		0			0					0					
MC's (%)															
SU/RV's (%)															
CV's (%)															
PCE's	1.10								1.10		1.10				

#### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street WB EB

Conflicting Flows: (vph) 883  
Potential Capacity: (pcph) 494  
Movement Capacity: (pcph) 494  
Prob. of Queue-Free State: 0.96

Step 2: LT from Major Street SB NB

Conflicting Flows: (vph) 905  
Potential Capacity: (pcph) 635  
Movement Capacity: (pcph) 635  
Prob. of Queue-Free State: 0.99  
TH Saturation Flow Rate: (pcphpl) 1700  
RT Saturation Flow Rate: (pcphpl)  
Major LT Shared Lane Prob.  
of Queue-Free State: 0.97

Step 4: LT from Minor Street WB EB

Conflicting Flows: (vph) 1816  
Potential Capacity: (pcph) 94  
Major LT, Minor TH  
Impedance Factor: 0.97  
Adjusted Impedance Factor: 0.97  
Capacity Adjustment Factor  
due to Impeding Movements 0.97  
Movement Capacity: (pcph) 91

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	18	91	>				
			159	29.7	1.0	D	29.7
EB R	20	494	>				
NB L	8	635		5.7	0.0	B	0.0

Intersection Delay = 0.6 sec/veh

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Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... EXISTING CONDITIONS  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	881	37	40	819	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40



## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	946	916
Potential Capacity: (pcph)	459	476
Movement Capacity: (pcph)	459	476
Prob. of Queue-Free State:	0.95	0.88
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	966	971
Potential Capacity: (pcph)	594	591
Movement Capacity: (pcph)	594	591
Prob. of Queue-Free State:	0.92	0.94
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.82	0.86
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	1992	1956
Potential Capacity: (pcph)	98	103
Capacity Adjustment Factor due to Impeding Movements	0.71	0.71
Movement Capacity: (pcph)	69	73
Prob. of Queue-Free State:	1.00	0.99
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1963	1948
Potential Capacity: (pcph)	77	79
Major LT, Minor TH Impedance Factor:	0.70	0.71
Adjusted Impedance Factor:	0.77	0.77
Capacity Adjustment Factor due to Impeding Movements	0.68	0.73
Movement Capacity: (pcph)	52	58

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Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2000 PROPOSED PROJECT ONLY  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	921	37	40	861	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	988	960
Potential Capacity: (pcph)	437	452
Movement Capacity: (pcph)	437	452
Prob. of Queue-Free State:	0.95	0.88
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1008	1015
Potential Capacity: (pcph)	567	563
Movement Capacity: (pcph)	567	563
Prob. of Queue-Free State:	0.92	0.94
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.80	0.85
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2078	2042
Potential Capacity: (pcph)	89	93
Capacity Adjustment Factor due to Impeding Movements	0.68	0.68
Movement Capacity: (pcph)	60	63
Prob. of Queue-Free State:	1.00	0.98
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2049	2034
Potential Capacity: (pcph)	69	70
Major LT, Minor TH Impedance Factor:	0.67	0.68
Adjusted Impedance Factor:	0.74	0.75
Capacity Adjustment Factor due to Impeding Movements	0.65	0.71
Movement Capacity: (pcph)	45	50



## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	106	50 >	50	*	30.8	F	
EB T	1	63 >					*
EB R	56	452		9.1	0.4	B	
WB L	30	45 >					
WB T	0	60 >	75	150.6	4.7	F	150.6
WB R	24	437 >					
NB L	35	563		6.8	0.1	B	0.2
SB L	46	567		6.9	0.2	B	0.3

Intersection Delay = 98.7 sec/veh

\* The calculated value was greater than 999.9.

HCM: SIGNALIZED INTERSECTION SUMMARY Version 2.4f 09-01-1998  
Center For Microcomputers In Transportation

Streets: (E-W) SR 28 (N-S) SR 89  
Analyst: ATB File Name: 051AP20.HC9  
Area Type: Other 7-16-98 PK HR  
Comment: YEAR 2000 ALTERNATIVE PROJECT ONLY

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	2	2	< 0	1	> 1	< 0	0	> 1	1
Volumes	23	597	25	510	390	32	290	47	6	62	48	23
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations									
Phase Combination	1	2	3	4		5	6	7	8
EB Left	*		*		NB Left	*			
Thru			*		Thru	*			
Right			*		Right	*			
Peds	*	*	*		Peds	*			
WB Left	*	*	*		SB Left	*			
Thru		*	*		Thru	*			
Right		*	*		Right	*			
Peds	*	*	*		Peds	*			
NB Right					EB Right				
SB Right					WB Right				
Green	8.0A	5.0A	25.0A		Green	32.0A			
Yellow/AR	5.0	5.0	5.0		Yellow/AR	5.0			
Cycle Length:	90 secs	Phase combination order: #1 #2 #3 #5							

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmnts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	L	418	1770	0.057	0.444	10.2	B	18.0	C
	TR	1111	3702	0.619	0.300	18.3	C		
WB	L	1173	3539	0.471	0.556	8.1	B	9.7	B
	TR	1512	3679	0.309	0.411	11.6	B		
NB	L	462	1223	0.383	0.378	13.4	B	13.4	B
	LTR	474	1256	0.386	0.378	13.4	B		
SB	LT	484	1281	0.240	0.378	12.4	B	12.3	B
	R	590	1561	0.041	0.378	11.4	B		

Intersection Delay = 13.1 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.542

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Streets: (N-S) SR 89 (E-W) SITE ACCESS DRIVE  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2000 ALTERNATIVE PROJECT ONLY  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	11	893			814	19	33		24			
PHF	.95	.95			.95	.95	.95		.95			
Grade		0			0			0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10		1.10			

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40



## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		857
Potential Capacity: (pcph)		509
Movement Capacity: (pcph)		509
Prob. of Queue-Free State:		0.94
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)		877
Potential Capacity: (pcph)		655
Movement Capacity: (pcph)		655
Prob. of Queue-Free State:		0.98
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)		1809
Potential Capacity: (pcph)		95
Major LT, Minor TH		
Impedance Factor:		0.98
Adjusted Impedance Factor:		0.98
Capacity Adjustment Factor		
due to Impeding Movements		0.98
Movement Capacity: (pcph)		93

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	39	93		66.0	2.1	F	41.3
EB R	28	509		7.5	0.0	B	
NB L	13	655		5.6	0.0	B	0.1

Intersection Delay = 1.3 sec/veh

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Streets: (N-S) SR 89 (E-W) TAVERN SHORES  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2000 ALTERNATIVE PROJECT ONLY  
 Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	7	879	8	13	852	11	10	0	8	7	0	7
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	929	903
Potential Capacity: (pcph)	468	483
Movement Capacity: (pcph)	468	483
Prob. of Queue-Free State:	0.98	0.98
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	933	909
Potential Capacity: (pcph)	616	632
Movement Capacity: (pcph)	616	632
Prob. of Queue-Free State:	0.98	0.99
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.95	0.97
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	1859	1857
Potential Capacity: (pcph)	115	116
Capacity Adjustment Factor due to Impeding Movements	0.92	0.92
Movement Capacity: (pcph)	106	107
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	1857	1856
Potential Capacity: (pcph)	89	89
Major LT, Minor TH Impedance Factor:	0.92	0.92
Adjusted Impedance Factor:	0.94	0.94
Capacity Adjustment Factor due to Impeding Movements	0.92	0.92
Movement Capacity: (pcph)	82	82



## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	12	82 >					
EB T	0	107 >	127	33.9	0.6	E	33.9
EB R	9	483 >					
WB L	8	82 >					
WB T	0	106 >	140	29.0	0.4	D	29.0
WB R	8	468 >					
NB L	8	632		5.8	0.0	B	0.0
SB L	15	616		6.0	0.0	B	0.1

Intersection Delay = 0.6 sec/veh

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Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD

Major Street Direction.... NS

Length of Time Analyzed... 60 (min)

Analyst..... ATB

Date of Analysis..... 7/16/98

Other Information..... YEAR 2000 ALTERNATIVE PROJECT ONLY

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	921	37	40	861	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

#### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	988	960
Potential Capacity: (pcph)	437	452
Movement Capacity: (pcph)	437	452
Prob. of Queue-Free State:	0.95	0.88
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1008	1015
Potential Capacity: (pcph)	567	563
Movement Capacity: (pcph)	567	563
Prob. of Queue-Free State:	0.92	0.94
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.80	0.85
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2078	2042
Potential Capacity: (pcph)	89	93
Capacity Adjustment Factor due to Impeding Movements	0.68	0.68
Movement Capacity: (pcph)	60	63
Prob. of Queue-Free State:	1.00	0.98
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2049	2034
Potential Capacity: (pcph)	69	70
Major LT, Minor TH Impedance Factor:	0.67	0.68
Adjusted Impedance Factor:	0.74	0.75
Capacity Adjustment Factor due to Impeding Movements	0.65	0.71
Movement Capacity: (pcph)	45	50



## Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	106	50 >	50	*	30.8	F	
EB	T	1	63 >					*
EB	R	56	452		9.1	0.4	B	
WB	L	30	45 >					
WB	T	0	60 >	75	150.6	4.7	F	150.6
WB	R	24	437 >					
NB	L	35	563		6.8	0.1	B	0.2
SB	L	46	567		6.9	0.2	B	0.3

Intersection Delay = 98.7 sec/veh

\* The calculated value was greater than 999.9.

Streets: (E-W) SR 28 (N-S) SR 89  
Analyst: ATB File Name: 051PLR26.HC9  
Area Type: Other 7-16-98 PK HR  
Comment: YEAR 2006 PROPOSED WITH LAKESIDE OR RIVERSIDE LOTS

	Eastbound			Westbound			Northbound			Southbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	2	< 0	2	2	< 0	1	> 1	< 0	0	> 1	1
Volumes	25	652	27	557	427	35	295	52	7	68	53	25
Lane W (ft)	12.0	12.0		12.0	12.0		12.0	12.0			12.0	12.0
RTOR Vols			0			0			0			0
Lost Time	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00	3.00

Signal Operations												
Phase Combination	1	2	3	4	5	6	7	8				
EB Left	*		*		NB Left	*						
Thru			*		Thru	*						
Right			*		Right	*						
Peds	*	*	*		Peds	*						
WB Left	*	*	*		SB Left	*						
Thru		*	*		Thru	*						
Right		*	*		Right	*						
Peds	*	*	*		Peds	*						
NB Right					EB Right							
SB Right					WB Right							
Green	8.0A	5.0A	25.0A		Green	32.0A						
Yellow/AR	5.0	5.0	5.0		Yellow/AR	5.0						
Cycle Length:	90 secs	Phase combination order: #1 #2 #3 #5										

Intersection Performance Summary									
	Lane	Group:	Adj Sat	v/c	g/C			Approach:	
	Mvmts	Cap	Flow	Ratio	Ratio	Delay	LOS	Delay	LOS
EB	L	400	1770	0.065	0.444	10.2	B	18.7	C
	TR	1111	3702	0.675	0.300	19.0	C		
WB	L	1201	3539	0.503	0.556	8.5	B	10.0	B
	TR	1513	3680	0.337	0.411	11.8	B		
NB	L	442	1171	0.407	0.378	13.7	B	13.7	B
	LTR	461	1221	0.418	0.378	13.7	B		
SB	LT	470	1243	0.273	0.378	12.6	B	12.4	B
	R	590	1561	0.044	0.378	11.4	B		

Intersection Delay = 13.5 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.590

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Streets: (N-S) SR 89 (E-W) SITE ACCESS DRIVE  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 PROPOSED PROJECT AND LAKE SIDE LOTS

## Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	44	977	9	2	892	110	75	1	90	2	6	4
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40



## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1028	939
Potential Capacity: (pcph)	417	463
Movement Capacity: (pcph)	417	463
Prob. of Queue-Free State:	0.99	0.77
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1037	1055
Potential Capacity: (pcph)	549	539
Movement Capacity: (pcph)	549	539
Prob. of Queue-Free State:	1.00	0.91
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2131	2024
Potential Capacity: (pcph)	83	95
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90
Movement Capacity: (pcph)	75	86
Prob. of Queue-Free State:	0.91	0.99
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2064	2020
Potential Capacity: (pcph)	68	72
Major LT, Minor TH Impedance Factor:	0.89	0.82
Adjusted Impedance Factor:	0.92	0.86
Capacity Adjustment Factor due to Impeding Movements	0.71	0.85
Movement Capacity: (pcph)	48	61

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	87	61	> 61	*	18.0	F	470.6
EB T	1	86	>				
EB R	105	463		10.1	1.0	C	
WB L	2	48	>				46.7
WB T	7	75	> 90	46.7	0.5	F	
WB R	4	417	>				
NB L	51	539		7.4	0.3	B	0.3
SB L	2	549		6.6	0.0	B	0.0

Intersection Delay = 35.7 sec/veh

\* The calculated value was greater than 999.9.

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=====

Streets: (N-S) SR 89 (E-W) SITE ACCESS DRIVE  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 PROPOSED PROJECT AND RIVERSID  
 E LOTS

Two-way Stop-controlled Intersection

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	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	0	0	1	1	1	0	1	0	0	0
Stop/Yield			N			N						
Volumes	53	977		892	112		80		93			
PHF	.95	.95		.95	.95		.95		.95			
Grade		0		0				0				
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10						1.10		1.10			

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#### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40



Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		939
Potential Capacity: (pcph)		463
Movement Capacity: (pcph)		463
Prob. of Queue-Free State:		0.77
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)		1057
Potential Capacity: (pcph)		538
Movement Capacity: (pcph)		538
Prob. of Queue-Free State:		0.88
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)		2023
Potential Capacity: (pcph)		71
Major LT, Minor TH		
Impedance Factor:		0.88
Adjusted Impedance Factor:		0.88
Capacity Adjustment Factor		
due to Impeding Movements		0.88
Movement Capacity: (pcph)		63

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	92	63		*	18.9	F	485.8
EB	R	108	463		10.1	1.0	C	
NB	L	62	538		7.6	0.4	B	0.4

Intersection Delay = 38.3 sec/veh

\* The calculated value was greater than 999.9.

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Streets: (N-S) SR 89 (E-W) TAVERN SHORES  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 PROPOSED PROJECT WITH LAKESIDE  
 E OR RIVERSIDE LOTS

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	1	< 0	0	> 1	0	0	0	0	0	> 0	< 0
Stop/Yield			N			N						
Volumes		1014	8	13	934					7		7
PHF		.95	.95	.95	.95					.95		.95
Grade		0			0						0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's				1.10						1.10		1.10

#### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1071	
Potential Capacity: (pcph)	397	
Movement Capacity: (pcph)	397	
Prob. of Queue-Free State:	0.98	
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1075	
Potential Capacity: (pcph)	527	
Movement Capacity: (pcph)	527	
Prob. of Queue-Free State:	0.97	
TH Saturation Flow Rate: (pcphpl)	1700	
RT Saturation Flow Rate: (pcphpl)		
Major LT Shared Lane Prob. of Queue-Free State:	0.93	
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2068	
Potential Capacity: (pcph)	67	
Major LT, Minor TH Impedance Factor:	0.93	
Adjusted Impedance Factor:	0.93	
Capacity Adjustment Factor due to Impeding Movements	0.93	
Movement Capacity: (pcph)	62	

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB L	8	62 >					
			107	39.5	0.5	E	39.5
WB R	8	397 >					
SB L	15	527		7.0	0.0	B	0.1

Intersection Delay = 0.3 sec/veh



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Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 PROPOSED PROJECT LAKE SIDE OR  
 RIVERSIDE LOTS

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	1007	37	40	945	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1080	1050
Potential Capacity: (pcph)	393	407
Movement Capacity: (pcph)	393	407
Prob. of Queue-Free State:	0.94	0.86
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1099	1104
Potential Capacity: (pcph)	513	511
Movement Capacity: (pcph)	513	511
Prob. of Queue-Free State:	0.91	0.93
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.74	0.81
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2258	2222
Potential Capacity: (pcph)	71	74
Capacity Adjustment Factor due to Impeding Movements	0.60	0.60
Movement Capacity: (pcph)	43	44
Prob. of Queue-Free State:	1.00	0.98
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2229	2214
Potential Capacity: (pcph)	54	55
Major LT, Minor TH Impedance Factor:	0.59	0.60
Adjusted Impedance Factor:	0.68	0.69
Capacity Adjustment Factor due to Impeding Movements	0.58	0.65
Movement Capacity: (pcph)	32	36

## Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	106	36	> 36	*	36.9	F	
EB	T	1	44	>				*
EB	R	56	407		10.3	0.5	C	
WB	L	30	32	>				
WB	T	0	43	> 54	413.1	7.8	F	413.1
WB	R	24	393	>				
NB	L	35	511		7.6	0.1	B	0.2
SB	L	46	513		7.7	0.2	B	0.3

Intersection Delay = 157.3 sec/veh

\* The calculated value was greater than 999.9.



```
Streets: (E-W) SR 28 (N-S) SR 89
Analyst: ATB File Name: 051ALR26.HC9
Area Type: Other 7-16-98 PK HR
Comment: YEAR 2006 ALTERNATIVE PROJECT WITH LAKE OR RIVERSIDE LOTS
```

[illegible]

## Signal Operations

Phase Combination	1	2	3	4	5	6	7	8
EB Left	*		*		NB Left	*		
Thru			*		Thru	*		
Right			*		Right	*		
Peds	*	*	*		Peds	*		
WB Left	*	*	*		SB Left	*		
Thru		*	*		Thru	*		
Right		*	*		Right	*		
Peds	*	*	*		Peds	*		
NB Right					EB Right			
SB Right					WB Right			
Green	8.0A	5.0A	25.0A		Green	32.0A		
Yellow/AR	5.0	5.0	5.0		Yellow/AR	5.0		
Cycle Length:	90 secs	Phase combination order: #1 #2 #3 #5						

## Intersection Performance Summary

	Lane Mvmts	Group: Cap	Adj Sat Flow	v/c Ratio	g/C Ratio	Delay	LOS	Approach: Delay	LOS
EB	L	425	1770	0.054	0.444	10.2	B	17.9	C
	TR	1108	3694	0.608	0.300	18.1	C		
WB	L	1167	3539	0.592	0.556	8.8	B	9.9	B
	TR	1512	3679	0.300	0.411	11.5	B		
NB	L	446	1180	0.478	0.378	14.4	B	14.5	B
	LTR	446	1180	0.505	0.378	14.7	B		
SB	LT	461	1219	0.274	0.378	12.6	B	12.4	B
	R	590	1561	0.039	0.378	11.4	B		

Intersection Delay = 13.2 sec/veh Intersection LOS = B  
Lost Time/Cycle, L = 9.0 sec Critical v/c(x) = 0.632

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Streets: (N-S) SR 89 (E-W) SITE ACCESS DRIVE  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 ALTERNATIVE PROJECT AND LAKE  
 SIDE LOTS

## Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	1	1	1	1	1	1	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	35	1069	9	2	1111	63	48	1	63	2	6	4
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street			WB	EB
Conflicting Flows: (vph)	1125	1169		
Potential Capacity: (pcph)	373	354		
Movement Capacity: (pcph)	373	354		
Prob. of Queue-Free State:	0.99	0.79		
Step 2: LT from Major Street			SB	NB
Conflicting Flows: (vph)	1134	1235		
Potential Capacity: (pcph)	494	442		
Movement Capacity: (pcph)	494	442		
Prob. of Queue-Free State:	1.00	0.91		
Step 3: TH from Minor Street			WB	EB
Conflicting Flows: (vph)	2399	2342		
Potential Capacity: (pcph)	60	64		
Capacity Adjustment Factor due to Impeding Movements	0.90	0.90		
Movement Capacity: (pcph)	54	58		
Prob. of Queue-Free State:	0.87	0.98		
Step 4: LT from Minor Street			WB	EB
Conflicting Flows: (vph)	2367	2338		
Potential Capacity: (pcph)	45	47		
Major LT, Minor TH Impedance Factor:	0.89	0.79		
Adjusted Impedance Factor:	0.91	0.84		
Capacity Adjustment Factor due to Impeding Movements	0.73	0.83		
Movement Capacity: (pcph)	33	39		

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	56	39	> 39	*	12.8	F	511.3
EB T	1	58					
EB R	73	354		12.8	0.9	C	
WB L	2	33	> 65	69.1	0.7	F	69.1
WB T	7	54					
WB R	4	373					
NB L	41	442		9.0	0.3	B	0.3
SB L	2	494		7.3	0.0	B	0.0

Intersection Delay = 24.2 sec/veh



\* The calculated value was greater than 999.9.

```

Streets: (N-S) SR 89 (E-W) SITE ACCESS DRIVE
Major Street Direction.... NS
Length of Time Analyzed... 60 (min)
Analyst..... ATB
Date of Analysis..... 7/16/98
Other Information..... YEAR 2000 ALTERNATIVE PROJECT WITH RIVER
 RSIDE LOTS

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Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)		1161
Potential Capacity: (pcph)		357
Movement Capacity: (pcph)		357
Prob. of Queue-Free State:		0.79
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)		1218
Potential Capacity: (pcph)		450
Movement Capacity: (pcph)		450
Prob. of Queue-Free State:		0.90
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)		2374
Potential Capacity: (pcph)		45
Major LT, Minor TH		
Impedance Factor:		0.90
Adjusted Impedance Factor:		0.90
Capacity Adjustment Factor		
due to Impeding Movements		0.90
Movement Capacity: (pcph)		41

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	64	41		*	15.0	F	598.3
EB R	76	357		12.8	0.9	C	
NB L	44	450		8.9	0.3	B	0.3

Intersection Delay = 29.9 sec/veh

\* The calculated value was greater than 999.9.



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Streets: (N-S) SR 89 (E-W) TAVERN SHORES  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 ALTERNATIVE PROJECT WITH LAKE  
 SIDE OR RIVERSIDE LOTS

Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0	0	> 1	< 0
Stop/Yield			N			N						
Volumes	7	1166	8	13	1067	11	10	0	8	7	0	7
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1231	1129
Potential Capacity: (pcph)	329	371
Movement Capacity: (pcph)	329	371
Prob. of Queue-Free State:	0.98	0.98
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1235	1135
Potential Capacity: (pcph)	442	493
Movement Capacity: (pcph)	442	493
Prob. of Queue-Free State:	0.97	0.98
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.90	0.94
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2387	2385
Potential Capacity: (pcph)	61	61
Capacity Adjustment Factor due to Impeding Movements	0.84	0.84
Movement Capacity: (pcph)	52	52
Prob. of Queue-Free State:	1.00	1.00
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2385	2384
Potential Capacity: (pcph)	44	44
Major LT, Minor TH Impedance Factor:	0.84	0.84
Adjusted Impedance Factor:	0.88	0.88
Capacity Adjustment Factor due to Impeding Movements	0.86	0.86
Movement Capacity: (pcph)	38	38

Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB	L	12	38 >					
EB	T	0	52 >	62	87.1	1.4	F	87.1
EB	R	9	371 >					
WB	L	8	38 >					
WB	T	0	52 >	68	69.0	0.9	F	69.0
WB	R	8	329 >					
NB	L	8	493		7.4	0.0	B	0.0
SB	L	15	442		8.4	0.0	B	0.1

Intersection Delay = 1.2 sec/veh



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Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 ALTERNATIVE WITH LAKE SIDE OR RIVERSIDE LOTS

## Two-way Stop-controlled Intersection

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	1079	37	40	1035	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

## Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40

## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1156	1144
Potential Capacity: (pcph)	359	364
Movement Capacity: (pcph)	359	364
Prob. of Queue-Free State:	0.93	0.85
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1175	1198
Potential Capacity: (pcph)	472	460
Movement Capacity: (pcph)	472	460
Prob. of Queue-Free State:	0.90	0.92
TH Saturation Flow Rate: (pcphpl)	1700	1700
RT Saturation Flow Rate: (pcphpl)	1700	1700
Major LT Shared Lane Prob. of Queue-Free State:	0.67	0.75
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2428	2392
Potential Capacity: (pcph)	58	61
Capacity Adjustment Factor due to Impeding Movements	0.50	0.50
Movement Capacity: (pcph)	29	31
Prob. of Queue-Free State:	1.00	0.97
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2399	2384
Potential Capacity: (pcph)	43	44
Major LT, Minor TH Impedance Factor:	0.49	0.50
Adjusted Impedance Factor:	0.60	0.61
Capacity Adjustment Factor due to Impeding Movements	0.51	0.57
Movement Capacity: (pcph)	22	25

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	106	25 >	25	*	41.8	F	
EB T	1	31 >					*
EB R	56	364		11.7	0.6	C	
WB L	30	22 >					
WB T	0	29 >	38	*	11.9	F	*
WB R	24	359 >					
NB L	35	460		8.5	0.2	B	0.2
SB L	46	472		8.5	0.3	B	0.3

Intersection Delay = 249.1 sec/veh

\* The calculated value was greater than 999.9.



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Major Street Direction NS

Length of Time Analyzed 60 (min)

Analyst ATB

Date of Analysis 7/16/98

Other Information	YEAR	2006	NO ACTION	WITH LAKE	SIDE LOTS

## Two-way Stop-controlled Intersection

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## Worksheet for TWSC Intersection

Step 1: RT from Minor Street	WB	EB
Conflicting Flows: (vph)	1043	969
Potential Capacity: (pcph)	410	447
Movement Capacity: (pcph)	410	447
Prob. of Queue-Free State:	0.99	0.85
Step 2: LT from Major Street	SB	NB
Conflicting Flows: (vph)	1052	1053
Potential Capacity: (pcph)	540	540
Movement Capacity: (pcph)	540	540
Prob. of Queue-Free State:	1.00	0.91
Step 3: TH from Minor Street	WB	EB
Conflicting Flows: (vph)	2141	2066
Potential Capacity: (pcph)	82	90
Capacity Adjustment Factor due to Impeding Movements	0.91	0.91
Movement Capacity: (pcph)	75	82
Prob. of Queue-Free State:	0.91	0.99
Step 4: LT from Minor Street	WB	EB
Conflicting Flows: (vph)	2088	2062
Potential Capacity: (pcph)	65	68
Major LT, Minor TH Impedance Factor:	0.90	0.82
Adjusted Impedance Factor:	0.92	0.87
Capacity Adjustment Factor due to Impeding Movements	0.78	0.86
Movement Capacity: (pcph)	51	58

## Intersection Performance Summary

Movement	Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
EB L	37	58 >	58	163.4	3.7	F	65.3
EB T	1	82 >					
EB R	67	447		9.5	0.6	B	
WB L	2	51 >					46.1
WB T	7	75 >	91	46.1	0.5	F	
WB R	4	410 >					
NB L	47	540		7.3	0.2	B	0.3
SB L	2	540		6.7	0.0	B	0.0

Intersection Delay = 3.2 sec/veh

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### Two-way Stop-controlled Intersection

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## Worksheet for TWSC Intersection

Step 1: RT from Minor Street		WB	EB
Conflicting Flows: (vph)	1042		
Potential Capacity: (pcph)	411		
Movement Capacity: (pcph)	411		
Prob. of Queue-Free State:	0.98		
Step 2: LT from Major Street		SB	NB
Conflicting Flows: (vph)	1046		
Potential Capacity: (pcph)	544		
Movement Capacity: (pcph)	544		
Prob. of Queue-Free State:	0.97		
TH Saturation Flow Rate: (pcphpl)	1700		
RT Saturation Flow Rate: (pcphpl)			
Major LT Shared Lane Prob. of Queue-Free State:	0.94		
Step 4: LT from Minor Street		WB	EB
Conflicting Flows: (vph)	2022		
Potential Capacity: (pcph)	71		
Major LT, Minor TH Impedance Factor:	0.94		
Adjusted Impedance Factor:	0.94		
Capacity Adjustment Factor due to Impeding Movements	0.94		
Movement Capacity: (pcph)	66		

## Intersection Performance Summary

Movement		Flow Rate (pcph)	Move Cap (pcph)	Shared Cap (pcph)	Avg. Total Delay (sec/veh)	95% Queue Length (veh)	LOS	Approach Delay (sec/veh)
WB	L	8	66	>				
WB	R	8	411	>	114	0.5	E	36.7
SB	L	15	544		6.8	0.0	B	0.1

Intersection Delay = 0.3 sec/veh



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 =====

Streets: (N-S) SR 89 (E-W) GRANLIBAKKEN ROAD  
 Major Street Direction.... NS  
 Length of Time Analyzed... 60 (min)  
 Analyst..... ATB  
 Date of Analysis..... 7/16/98  
 Other Information..... YEAR 2006 NO ACTION WITH LAKE OR RIVERS  
 IDE LOTS

Two-way Stop-controlled Intersection  
 =====

	Northbound			Southbound			Eastbound			Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
No. Lanes	0	> 1	< 0	0	> 1	< 0	0	> 1	1	0	> 1	< 0
Stop/Yield			N			N						
Volumes	30	994	37	40	925	104	91	1	48	26	0	21
PHF	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95	.95
Grade		0			0			0			0	
MC's (%)												
SU/RV's (%)												
CV's (%)												
PCE's	1.10			1.10			1.10	1.10	1.10	1.10	1.10	1.10

### Adjustment Factors

Vehicle Maneuver	Critical Gap (tg)	Follow-up Time (tf)
Left Turn Major Road	5.00	2.10
Right Turn Minor Road	5.50	2.60
Through Traffic Minor Road	6.00	3.30
Left Turn Minor Road	6.50	3.40



# Appendix B







U.S. Department  
of Transportation  
Federal Transit  
Administration

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AUG 03 2000

TAHOE REGIONAL  
PLANNING AGENCY

REGION IX  
Arizona, California,  
Hawaii, Nevada, Guam

JUL 31 2000

201 Mission Street  
Suite 2210  
San Francisco, CA 94105-1839  
415-744-3133  
415-744-2726 (fax)

Maribeth Gustafson  
Forest Supervisor  
Forest Service, Lake Tahoe Basin  
870 Emerald Bay Road  
South Lake Tahoe, California 96150

Re: 64-Acre Tract Intermodal Transit Center

Dear Ms. Gustafson:

The Federal Transit Administration has reviewed your letter with attachments, dated July 14, 2000, providing information on the applicability of 49 USC §303 (commonly referred to as "Section 4(f)") to the proposed 64-Acre Tract Intermodal Transit Center, for which FTA funding support is sought. We find that section 4(f) does not apply to the 64-Acre Tract Intermodal Transit Center as currently planned.

The intermodal transit center is proposed to be located on land owned by the U.S. Forest Service (USFS) in an area of recreational activity. FTA has consulted with the appropriate officials of the USFS, the owner and operator of the recreational lands in the area of the proposed intermodal center, in accordance with the consultation requirement of section 4(f). Mr. Ed Gee and Ms. Maribeth Gustafson, the successive USFS Forest Supervisors, informed FTA during those consultations that the transit center/parking facility has been planned at the 64-Acre Tract since 1974. FTA has reviewed the following documents provided by USFS, letter dated July 14, 2000, as evidence of its transit and parking plans for the area:

- 64-Acre Tract Intermodal Center DEIS (May 2000),
- LTBMU Land and Resource Plan (Forest Plan, 1988),
- Lake of the Sky Facility FEIS (July 1997),
- Tahoe Regional Planning Agency's Regional Plan Area Statements (excerpts),
- Tahoe City Community Plan (excerpts),
- Bureau of Reclamation EIS (1983), and,
- A Plan for the Sixty-four Acre Tract, Forest Service EA (November 1986), with map from the 1974 Tahoe City Urban Design Plan.

On the basis of these consultations and reviews, FTA has determined that the transit center and parking facility were included in the historic plans for the USFS land parcels south of the river near its exit into the lake, and that any recreational use of land needed for the intermodal center was strictly intended by the USFS to be a temporary use until

such time as the transit center and parking area could be constructed. FTA policy is that section 4(f) does not apply to land that has been officially designated for a transportation purpose but has been temporarily used for a purpose protected by 4(f). FTA notes that the exact footprint of the intermodal transit center is being determined by the USFS through an environmental review in accordance with the National Environmental Policy Act. FTA further notes that the various elements of the intermodal facility are being sized in accordance with today's transportation needs but are not significantly different from the historic plans for the transportation facilities. FTA therefore finds that section 4(f) does not apply to the 64-Acre Tract Intermodal Transit Center as currently planned.

If you have questions regarding this issue please contact Mr. William Powell, Planner, at (415) 744-3115.

Sincerely,

  
Leslie Rogers  
Regional Administrator

Copy to:

Tim Hackworth, Placer County DPW  
Richard Wiggins, TRPA

# Appendix C





### ***E.1 Air Quality and Transportation (Traffic, Pedestrian, and Bicycle Use)***

- a. Contractors will be required to abate dust during construction.
- b. Slash burning will be timed to minimize the effects of smoke on air quality. Burning will be on "approved burn days" as designated by the Placer County Air Pollution Control Officer.
- c. Alternatives to the personal automobile will be encouraged in the following ways:
  1. convenience to users including rider shelters and regularly scheduled bus stops at LOTS;
  2. encouraging use of bicycles by providing information on bike paths & bike rentals. Secure bicycle racks will be provided.
  3. encouraging walking by providing safe pedestrian crossing of Highway 89, clearly signing all pathways to attractions, and supplying information on Tahoe's walking and hiking trails.
- d. Reduce traffic congestion created by vehicles turning into the existing rafting day use parking area and proposed community and facility parking areas by adding acceleration and deceleration lanes (including left turn lanes) to Highway 89.
- e. To reduce delay caused by indecision on the part of visitors, positive guidance signing (information and directional) to parking areas and the information facility will be installed along Highway's 28 and 89.

### ***E.2 Civil Rights***

The structure and related facilities will offer a whole access experience complying with Section 504 of the Rehabilitation Act of 1973.

### ***E.3 Cultural Resources***

- a. If cultural materials are encountered during project construction, all activity in the immediate area will be stopped until the Forest Archaeologist determines their significance and appropriate mitigation.
- b. Site-specific cultural resources inventory procedures will comply with Forest Service guidelines.
- c. Consult with State Historic Preservation Office to evaluate cultural or historical resources that might be affected by project activities.
- d. Identify cultural or historical resource sites and needed protection measures prior to implementation of management activities.
- e. The Watson Snow Tree will be a feature of the interpretive program.

### ***E.4 Erosion Control and Water Quality***

- a. Implement Best Management Practices (BMP's) to meet water quality objectives and maintain and improve the quality of surface water. These BMP's are discussed in detail in Appendix D.
- b. Prohibit soil disturbing activities from October 15 to May 1 of each year. Waivers will be granted individually. Permanent or temporary erosion control measures will be in place for the winter season.

- c. Temporary erosion control measures will be placed prior to doing soil disturbance. These measures are discussed in detail in Appendix D.
- d. Vegetation and soil will remain undisturbed in the shorezone area where littoral and/or wave action processes are influential, except as necessary for safety or for uses that of their nature must be in the shorezone.
- e. An erosion control plan, grading, and slope stabilization plans will be part of the construction plans submitted to the Forest Service and TRPA for approval.
- f. Runoff basins will be constructed adjacent to large parking areas and storm drain inlets to capture runoff, chemicals, sediment, and to prevent erosion.
- g. Disturbed soils will be revegetated as soon as feasible following cessation of disturbance.
- h. Water diversion and retention structures that have failed or filled with sediment will be maintained as needed and restored annually to their original condition.
- i. Final grading plans will utilize natural topography, minimizing the need for extensive grading or cut and fill modification.
- j. Energy dissipators will be utilized to ensure that the volume of storm water runoff from developed surfaces is not concentrated.
- k. Water diversions and dissipators will be installed on disturbed slopes, and runoff diverted from the facilities with retention/ sedimentation basins used as necessary.
- l. Slash will be disposed of. No debris will be placed in the lake, river, or other live or intermittent stream channels.
- m. Understory vegetation, such as forbs and grasses will be preserved to the extent possible to minimize soil erosion.
- n. Disturbed cut and fill slopes in the 64 Acres, including those for roads, parking areas, and other improvements, will not exceed 2:1, except as specifically authorized by the Forest Supervisor.
- o. Installation of all mechanical erosion control measures, including water diversion ditches, dissipators and retention/sedimentation basins, shall in place by October 15 of each construction season, unless a later date is approved by the Forest Supervisor and TRPA.
- p. Where soil conditions warrant, road, parking areas and facility cuts and fills will be revegetated to 40% ground cover within four years of disturbance.
- q. Before starting construction the contractors will submit for Forest Service approval a schedule for temporary and permanent erosion control work for each phase of the project. Work will begin only when required controls for that phase have been installed. Permanent erosion control features shall be incorporated into the project at the earliest practicable time as outlined in the approved schedule to minimize the need for temporary erosion control.

- r. Domestic water sources will be subject to the requirements of State, TRPA, and local agencies.
- s. Sanitary facilities will be subject to the requirements of State, TRPA, and local agencies.
- t. The use of road sand and/or cinders shall be regulated by the Forest Supervisor to insure that vegetation and water quality are not adversely affected. Salt will not be used on roads, parking lots and walkways.
- u. Snow removal and disposal from plowing parking areas and paths can impact water quality. Snow storage from plowing parking areas can prolong and concentrate meltwater runoff, resulting in soil erosion. The incorporation of deicing compounds, sediment, and debris into the stored snow can degrade the quality of the meltwater. Designation of snow storage areas with a facility to capture or infiltrate the meltwater will mitigate the potential impact on water quality.

No snow melting chemicals will be used whose properties could affect vegetation, soils, or water quality. Snow melting chemicals used in (or following) construction will be approved by the Forest Service and TRPA.
- v. Any material used for construction of the pier -- such as rock, pilings, etc. -- will be subject to the requirements of State, TRPA, and local agencies.
- w. No ground disturbance, including vegetation clearing and earth moving, will be done until permits have been acquired from the California Regional Water Quality Control Board by the Forest Service and provided to the Contractor for wastewater treatment required for that phase of development. Minor disturbances for testing and design will be allowed, but must be approved the Forest Supervisor.
- x. The Forest Service and construction contractor will jointly develop an oil and hazardous substance spill contingency plan.
- y. Parking will be designed to limit vehicles to paved surfaces through use of barriers, etc. .

#### ***E.5 Fisheries***

- a. Interpretive information can be included regarding the history of fishing on Lake Tahoe and in the Truckee River; native fish, game fish, and the human impact on the Lahontan cutthroat trout. Fisheries ecology can be incorporated into water quality and ecosystem restoration exhibits.
- b. The season and time of day for pier construction will be subject to approval by the California Department of Fish and Game, Army Corps of Engineers, TRPA, and other appropriate agencies.

#### ***E.6 Geology and Geotechnical Information***

- a. If the facility is proposed to be constructed on the lake (east) side of Highway 89 then the following measures should apply:
  - 1. Seismicity. No evidence was found for potential ground surface displacement due to faulting at the site. The building should be designed for Seismic Risk Zone 3, Uniform Building Code.
  - 2. Surface Water. Drainage design should accommodate the very low infiltration rates which characterize the fine-grained soils at the site.



## Appendix D

### Best Management Practices

In 1981 the State Water Resources Control Board and the USDA Forest Service (Region 5) signed an agreement that authorized the use of a set of water quality control protection measures known as Best Management Practices (BMP). BMPs have been developed to protect water from non-point source pollution covering a wide range of management activities including timber related types. The agencies agreed that these practices would protect water quality and that the implementation and effectiveness of these practices would be monitored (BMP Handbook, 1979). The BMP's prescribed would be incorporated into the project contract. All forest management activities will be conducted in accordance with Best Management Practices. The following is a description of the BMP's to be implemented and the mechanisms of implementation. Most of the BMP's described have been standardized and approved by the Environmental Protection Agency (EPA) and California State Water Resources Control Board (SWRCB).

<i>Best Management Practices</i>		<i>Supplemented by TRPA Plan</i>
2.2	Erosion Control Plan	X
2.3	Timing of Construction Activities	X
2.6	Dispersion of Subsurface Drainage from Cut and Fill Slopes	
2.10	Construction of Stable Embankments	X
2.12	Servicing and Refueling Equipment	
2.13	Control of Construction in Streamside Management Zones	X
2.15	Diversion of Flows Around Construction Sites	X
2.20	Specifying Riprap Composition	X
2.24	Traffic Control During Wet Periods	X
2.25	Snow Removal Controls to Avoid Resource Damage	X
2.28	Surface Erosion Control at Facility Sites	X
4.5	Control of Sanitation Facilities	
4.6	Control of Refuse Disposal	
4.9	Sanitation at Hydrants and Faucets Within Developed Recreation Sites	
4.10	Protection of Water Quality Within Developed and Dispersed Recreation Areas	X
5.3	Tractor Operation Excluded from Wetlands and Meadows	X
5.4	Revegetation of Surface Disturbed Areas	X
5.6	Soil Moisture Limitations for Tractor Operation	
5.7	Contour Disking	
5.8	Pesticide Use Planning Process	
5.9	Apply Pesticide According to Label and EPA Registration Directions	
5.10	Pesticide Application Monitoring and Evaluation	
5.11	Pesticide Spill Contingency Plan	
5.12	Cleaning and Disposal of Pesticide Containers and Equipment	
5.13	Streamside and Wet Area Protection Zone During Pesticide Spraying	



7.5	Control of Activities Under Special Use Permit	X
7.7	Management by Closure to Use (Seasonal, Temporary, and Permanent	X

## 2.2 EROSION CONTROL PLAN

### OBJECTIVE

To limit and mitigate erosion and sedimentation through effective planning prior to initiation of construction activities and through effective contract administration during construction.

### EXPLANATION

Land disturbing activities usually result in at least short term erosion. By effectively planning for erosion control, sedimentation can be minimized. Therefore, within a specified period after award of a construction contract, the Contractor shall submit a general plan which among other things, sets forth erosion control measures. Operations cannot begin until the Forest Service has given written approval of the plan. The plan recognizes the mitigation measures required in the contract.

### EFFECTIVENESS

The effectiveness of the practices is dependent upon the cooperation between the construction contractor and his personnel and inspectors from various agencies.

## 2.3 TIMING OF CONSTRUCTION ACTIVITIES

### OBJECTIVE

To minimize erosion by conducting operations during minimal runoff periods.

### EXPLANATION

Since erosion and sedimentation are directly related to runoff, scheduling operations during periods, when the probabilities for rain and runoff are low, is an essential element of effective erosion control. Purchasers shall schedule and conduct operations to minimize erosion and sedimentation. Equipment shall not be operated when ground conditions are such that excessive damage will result. Such conditions are identified by the COR or ER (Forest Service) with the assistance of a soil scientist or other specialists as needed.

In addition, it is important to keep erosion control work as current as practicable with ongoing operations. Construction of drainage facilities and performance of other contract work which will contribute to the control of erosion and sedimentation shall be carried out in conjunction with earthwork operations or as soon thereafter practicable. The operator should limit the amount of area being graded at a site at any one time, and should minimize the time that an area is laid bare. Erosion control work must be kept current when road construction occurs outside of the normal operating season.

### EFFECTIVENESS

Effectiveness depends upon the cooperation of the contractor and operator so that the installation of drainage facilities are completed soon after the ground is disturbed and the necessary contract work is completed.

## 2.4 ROAD SLOPE AND SPOIL DISPOSAL AREA STABILIZATION (PREVENTIVE PRACTICE)

### OBJECTIVE

To prevent unacceptable erosion from exposed cut slopes, fill slopes, and spoil disposal areas.

### EXPLANATION

Depending on various factors such as slope angle, soil type, and climate, most fill slopes, some cut slopes, and some spoil disposal areas will require vegetative and/or mechanical measures to provide the required surface soil stability. The level of effort needed must be determined on a case-by-case basis by appropriate personnel.

Vegetation measures include the seeding of herbaceous species (grass, legumes, or browse species), or the planting of brush or trees. Vegetative measures may include fertilization, and mulching (or even watering) to insure success. A combination of vegetative species often produces a better result than a more simplistic treatment, e.g., grass seeding alone.

Mechanical measures include, but are not limited to: wattling, erosion nets, terraces, side drains, blankets, mats, riprapping, mulch, tackifiers, pavement, soil seals, and gunnite.

### EFFECTIVENESS

The effectiveness of the practices is dependent upon the cooperation between the contractor and the COR and ER (Forest Service).

## 2.6 DISPERSION OF SUBSURFACE DRAINAGE FROM CUT AND FILL SLOPES

**OBJECTIVE**

To minimize the possibilities of cut or fill slope failure and subsequent production of sediment.

**EXPLANATION**

Roadways may drastically change the subsurface drainage characteristics of a slope. Since the angle and height of cut and fill slopes increase the risk of instability, it is often necessary to provide subsurface drainage to avoid moisture saturation and subsequent slope failure. Where it is necessary because of slopes, soils, aspect, precipitation amounts, inherent instability etc., one of the following dispersion methods should be used:

1. pipe underdrains
2. horizontal drains
3. stabilization trenches

Dispersal of collected water should be accomplished in an area capable of withstanding increased flows. On erosive soils, energy dissipators need to be placed below pipes carrying large volumes of water. This is a preventive practice.

**EFFECTIVENESS**

Refer to TRPA's discussion of effectiveness in "VEGETATIVE SOIL STABILIZATION PRACTICES (BMP-VSSP)".

**2.10 CONSTRUCTION OF STABLE EMBANKMENTS (FILLS)****OBJECTIVE**

To construct embankments with materials and methods which minimize the possibility of failure and subsequent water quality degradation.

**EXPLANATION**

The failure of road embankments and the subsequent deposition of material into waterways may result from the incorporation of slash or other organic matter and from a lack of compaction during the construction of the embankment. As the organic material decomposes, settling the embankment occurs and the resulting tension cracks allow concentrated infiltration of runoff. Upon reaching saturation, the mass becomes unstable and fails. To minimize this occurrence, the roadway should be designed and constructed as a stable and durable earthwork structure with adequate strength to support the pavement structure, shoulders, and traffic. Proper slope ratio design will promote stable embankments. Embankments shall be constructed of inorganic material and shall be placed by one or more of the following methods:

1. Layer placement
2. Controlled compaction
3. Controlled compaction using density controlled strips
4. Special project controlled compaction

On projects where required densities are specified, some type of moisture-compaction control may be necessary. The outer faces of embankments are often not stabilized, because of difficulty in accessing equipment to finished slopes; such areas are especially liable to erosion and slipping.

**EFFECTIVENESS**

The construction of proper embankments using one or a combination of the previous presented construction methods are only effective if they are constructed properly.

**2.12 SERVICING AND REFUELING OF EQUIPMENT****OBJECTIVE**

To prevent pollutants such as fuels, lubricants, bitumens, raw sewage, wash water and other harmful materials from being discharged into or near rivers, streams and impoundments, or into natural or man-made channels leading thereto.

**EXPLANATION**

During servicing or refueling, pollutants from logging or road construction equipment may enter a watercourse. This treat is minimized by selecting service and refueling areas well away from wet areas and surface water, and by using berms around such sites to contain spills.

**EFFECTIVENESS**

The COR or ER (Forest Service) will designate the location, size and allowable uses of service and refueling areas in accordance with the Forest's Hazardous Waste Contingency Plan.

## 2.13 CONTROL OF CONSTRUCTION IN STREAMSIDE MANAGEMENT ZONES (BUFFER STRIPS)

### **OBJECTIVE**

To designate a zone along streams, which will reduce the adverse effect of nearby roads, by:

1. Acting as an effective filter for sediment generated by erosion from road fills, dust drift, and oil traces;
2. Maintaining shade, riparian habitat (aquatic and terrestrial), and channel stabilizing effects;
3. Keeping the floodplain surface in resistant, undisturbed condition to limit erosion by flood flows.

### **EXPLANATION**

Except at designated stream crossings, roads, fills, sidecast, and end-hauled materials must be kept at a distance from nearby streams, to minimize the road's impacts on the critical riparian zone and on the stream itself. Factors such as stream class, channel stability, sideslope, ground cover, and stability are taken into account in developing zone widths. It is vital to stabilize fill slopes before the streamside management zone is saturated with sediment.

Stream classes and buffer zone widths are determined by an interdisciplinary process involving hydrologists, fisheries biologists, and other specialists as required.

### **EFFECTIVENESS**

The protection of vegetation within the designated streamside or lakeside management zone is the most effective form of reducing or eliminating sediment deposition into the waterway(s). The key to the effectiveness depends upon the skill and cooperation of the contractor's equipment operator and the location of the protective fencing. Fencing such as snow fencing is much more effective than flagging or other means of boundary identification.

## 2.15 DIVERSION OF FLOWS AROUND CONSTRUCTION SITES

### **OBJECTIVE**

- To insure that all stream diversions are carefully planned.
- To minimize downstream sedimentation.
- To restore stream channels to their natural grade, condition, and alignment as soon as possible.

### **EXPLANATION**

Flow must sometimes be guided or piped around project sites. Typical examples are bridge and dam construction. Flow in streamcourses will be diverted if the Forest Service deems it necessary for the contractor to do the job. Such as diverted flow shall be restored to the natural streamcourse as soon as practicable and, in any event, prior to the major storm season.

### **EFFECTIVENESS**

When properly designed, constructed and maintained, temporary structures designed to divert flows around construction sites are a very effective way prevent sediment that would be carried from the disturbed construction site into the stream or lake waters. The effectiveness of the temporary structure is dependent upon soil type. Fine textured soils, such as clays, do not settle out once they are suspended in water, therefore the structures might be required to be constructed quite a distance from the area disturbed.

## 2.20 SPECIFYING RIPRAP COMPOSITION

### **OBJECTIVE**

To minimize sediment production associated with the installation and utilization of riprap material.

### **EXPLANATION**

Riprap is commonly used to armor stream banks and drainage ways from the erosive forces of flowing water. Riprap must be sized and installed in such a way that it effectively resists erosive water velocities. Stone used for riprap should be free from weakly structured rock, soil, organic material, and materials of insufficient size, all of which are not resistant to streamflow and would only serve as sediment sources. Outlets of drainage facilities in erodible soils commonly require riprapping for energy dissipation. The Corps of Engineers and Federal Highway Administration procedures are commonly used for designing riprap structures.

### **EFFECTIVENESS**

Rock riprap is effective in preventing soil erosion from oversteepened slopes. Riprap is most effective when used in combination with long-term vegetative practices.



## 2.24 TRAFFIC CONTROL DURING WET PERIODS

### OBJECTIVE

- To reduce road surface disturbance and rutting of roads.
- To lessen sediment washing from disturbed road surfaces.

### EXPLANATION

The unrestricted use of many National Forest roads during the wet weather often results in rutting and churning of the road surfaces often carries a high sediment load. The damage/maintenance cycle for roads that are frequently used in winter can create a disturbed road surface that is continuing sediment source. Roads that must be used during wet periods should have a stable surface and sufficient drainage should be provided to allow such use with a minimum of resource impact. Rocking, oiling, paving, and armoring are measures that may be necessary to protect the road surface and reduce material loss. Roads that are not needed for public access or forest administrative use should be closed to use during the wet season. In many cases, use can be discouraged, but not prevented. Where winter field operations are planned, roads must be upgraded, and maintenance intensified to handle the traffic without creating excessive erosion and damage to the road surfaces.

### EFFECTIVENESS

Stabilizing road surfaces are very effective to prevent sediment from being transported from the site. These practices are very cost effective because the cost of the subgrade is part of the permanent roadbed.

## 2.25 SNOW REMOVAL CONTROLS TO AVOID RESOURCE DAMAGE

### OBJECTIVE

To minimize the impact of melt water on road surfaces and embankments and to consequently reduce the probability of sediment production resulting from snow removal operations.

### EXPLANATION

This is a preventive measure used to protect resources and indirectly to protect water quality. Forest roads are sometimes used throughout the winter for a variety of reasons. For such roads, the following measures are employed to meet the objectives of this practice:

1. The contractor is responsible for snow removal in a manner that will protect roads and adjacent resources.
2. Rocking or other special surfacing and/or drainage measures may be necessary, before the operator is allowed.
3. Snow berms shall be removed or replaced to avoid accumulation of melt water on the road and prevent water concentration on erosive slopes or soils. If the road surface is damaged the purchaser or cooperator shall, prior to road use, replace lost surface material with similar quality material and repair structures damaged in blading operations, unless climatic conditions prevent necessary work from being accomplished or as otherwise agreed to in writing.

### EFFECTIVENESS

If properly designed and located out of streamside or lakeside management zones, snow disposal areas can effectively prevent the discharge of degraded melt water from snow.

## 2.28 SURFACE EROSION CONTROL AT FACILITY SITES

### OBJECTIVE

Limit the amount of surface erosion taking place on developed sites and the amount of soil entering streams.

### EXPLANATION

On lands developed for administrative sites, ski areas, campgrounds, parking areas, or waste disposal sites much ground is cleared of vegetation. Erosion control methods need to be implemented to keep as much of the soil in place as possible and to reduce the amount of soil entering streams. Some examples of erosion control methods that could be applied at a site for keeping the soil in place would be: applying grass seed, jute mesh, tackifiers, hydromulch, paving, or rocking for roads, water bars, cross drains, or retaining walls.

To control the amount of soil entering streams, the natural drainage pattern of the area should not be changed, sediment basins and sediment filters should be established to filter surface runoff, diversion ditches, and berms should be built to divert surface runoff around bare areas. Construction activities should be scheduled to avoid periods of the year when heavy runoff will occur.

### EFFECTIVENESS

In order to be effective, sediment deposition from facility sites must be collected on the site and infiltrated if possible. No surface runoff is allowed to flow over or across public rights-of-way and into the street storm drain system.



#### 4.5 CONTROL OF SANITATION FACILITIES

##### **OBJECTIVE**

The objective is to protect surface and subsurface water quality from the collection, transmission, treatment, disposal of sewage at Forest Service facilities.

##### **EXPLANATION**

Toilet facilities are provided at developed recreation sites. The type and number depends on documented site utilization and the capacity of a given site. Sanitation facilities (which may vary from a pit toilet to a sophisticated treatment plant) will be planned, located, designed, operated, constructed, operated, inspected, and maintained to minimize the possibility of water contamination.

##### **EFFECTIVENESS**

Self contained toilet facilities will be required during construction. Permanent toilet facilities will be provided for all facilities constructed for public use.

#### 4.6 CONTROL OF REFUSE DISPOSAL

##### **OBJECTIVE**

The objective is to protect water quality from nutrients, bacteria, and chemicals associated with solid waste disposal.

##### **EXPLANATION**

The users of National Forest recreation facilities are encouraged to cooperate in the proper disposal of garbage and trash. Users will be encouraged to burn their combustible trash in fireplaces or stoves. Receptacles are provided for unburnables at most developed sites. Garbage and trash must be packed out by those who use dispersed and wilderness areas.

The final dispersal of collected garbage will be at a properly designed and operated sanitary landfill. Each landfill site will be located where groundwater and surface waters are at a safe distance, as prescribed the provisions of the California Administrative Code, Title 23, Chapter 3, Subchapter 15, and other state or local regulations.

##### **EFFECTIVENESS**

The effectiveness of refuse disposal during construction phase is dependent upon the contractor and his operators. Animal and insect proof containers will be required and periodic refuse collection is important.

#### 4.9 SANITATION AT HYDRANTS AND WATER FAUCETS WITHIN DEVELOPED RECREATION SITES

##### **OBJECTIVE**

To maintain high water quality standards around hydrants and faucets which provide water for consumptive use in developed recreation sites.

##### **EXPLANATION**

The referenced regulation prohibits the cleaning or washing of any personal property, fish, animal, or food at a hydrant or at any water faucet not provided for that purpose. The public must be informed of their responsibilities concerning sanitary regulations. Acceptable designated areas are those that are located away from consumptive water sources and where effluent from the washing operation can be disposed of properly.

##### **EFFECTIVENESS**

Cooperation and enforcement of this practice during construction is dependent upon the contractor and his operators. CO and ER's (Forest Service) and other agency inspectors will insist that this practice is followed.

#### 4.10 PROTECTION OF WATER QUALITY WITHIN DEVELOPED AND DISPERSED RECREATION AREAS

##### **OBJECTIVE**

To protect water quality by regulating and discharge and disposal of potential pollutants.

##### **EXPLANATION**

This practice prohibits placing in or near a stream, lake or other waterbody, materials, or substances which may degrade water quality. This includes includes, but is limited to, human and animal waste, oil, and other hazardous substances. Areas may be closed in order to restrict use in problem areas.

**EFFECTIVENESS**

During construction operations this complying with this practice depends upon the cooperation between the CO and ER (Forest Service) and the contractor. During operation of the facility, the Forest Service will keep the public informed through signing, issuing pamphlets and news statements. Citizens can report violators and Forest officers can issue citations to violators.

**5.3 TRACTOR OPERATION EXCLUDED FROM WETLANDS AND MEADOWS****OBJECTIVE**

To limit turbidity and sediment production resulting from compaction, rutting, runoff concentration, and subsequent erosion.

**EXPLANATION**

This practice is a preventive measure designed to keep from concentrating surface water and to keep from compacting soil surfaces which might lead to rill or gully erosion with associated turbidity and sediment production. This measure prevents or reduces the need of having to take corrective measures to solve water concentration problems. Practice 1.19, Meadow Production During Timber Harvest, is related to this practice.

**EFFECTIVENESS**

The CO and ER (Forest Service) is responsible for identifying wet areas and meadows not previously identified in the construction plans or environmental documents. The project planners are responsible for including appropriate contract specifications and identifying management constraints in the the planning documents previously mentioned.

**5.4 REVEGETATION OF SURFACE DISTURBED AREAS****OBJECTIVE**

To protect water quality by minimizing soil erosion through the stabilizing influence of vegetation.

**EXPLANATION**

This is a corrective practice to stabilize the soil surface of the disturbed area. The vegetation selected will be a mix best suited to meet the management objective for the area, be it range, wildlife, timber, or fuels management. Grass or browse species may be seeded between recently planted trees where appropriate for aesthetics, erosion prevention, or wildlife needs. The factors evaluated are soil fertility, slope, aspect, EHR, soil water holding capacity, climatic and weather variables, and suitable species selection. These are both field determinations and office interpretations made by an interdisciplinary team. Practice 1.16, Revegetation of Area Disturbed by Harvest Activities, is related.

**EFFECTIVENESS**

The identification of disturbed areas and species mix is best determined by an interdisciplinary analysis is made to determine the site specific needs. Coordination is essential between the contractor and CO and ER (Forest Service) to be certain the timing and stabilization with the appropriate species is completed to meet watershed objectives.

**5.6 SOIL MOISTURE LIMITATIONS FOR TRACTOR OPERATION****OBJECTIVE:**

The objective of this measure is to prevent compaction, rutting, and gullyng with resultant sediment production and turbidity.

**EXPLANATION:**

This is a preventive measure that reduces surface disturbance during wet soil conditions which would result in compaction, rutting and gullyng. This measure reduces the need to later correct rutting and gullyng problems. Soil erodibility, climatic factors, soil/water relationships, and mass stability are constraining factors which are identified by soil scientists, geologist, and hydrologists during the environmental analysis process.

**Effectiveness:**

The CO and ER (Forest Service) along with interdisciplinary input from the appropriate watershed specialist is instrumental in preventing damage to the soil resource. Understanding and cooperation from the contractor is also instrumental in achieving these practice objectives.

5.7 CONTOUR DISKING

**OBJECTIVE:**

To reduce erosion and associated sediment production by preventing water concentration on disturbed sites.

**EXPLANATION:**

This measure reduces the concentration of surface water and its associated erosive forces. Soil depth, soil water holding capacity, EHR, and climatic variables must be evaluated by a soil scientist and hydrologist prior to implementation.

**EFFECTIVENESS:**

Coordination between the CO and ER (Forest Service) and the contractor is essential to achieve the watershed objectives.

5.8 PESTICIDE USE PLANNING PROCESS

**OBJECTIVE:**

To introduce water quality and hydrologic considerations into the pesticide use planning process.

**EXPLANATION:**

The Pesticide Use Planning Process (PUPP) is the framework for incorporation of hydrologic considerations contained in BMPs 5.9 through 5.14. An EA/EIS addresses these considerations in terms of impacts and mitigation measures. Project work and safety plans then specify management direction.

**EFFECTIVENESS:**

Complying with EPA and FS pesticide regulations and during construction phase enforcing the contractor and his operators to comply during the storage and application of pesticides is essential. (Refer to 5.9)

5.9 APPLY PESTICIDE ACCORDING TO LABEL AND EPA REGISTRATION DIRECTIONS

**OBJECTIVE:**

To avoid water contamination by complying with all label instructions and restrictions.

**EXPLANATION:**

Directions found on the label of each pesticide are detailed and specific, and include legal requirements for use.

**EFFECTIVENESS:**

The effectiveness is dependent upon seeing that the contractor, Forest Service and cooperators follow the instructions on each pesticide label.

5.10 PESTICIDE APPLICATION MONITORING AND EVALUATION

**OBJECTIVE:**

To determine whether pesticides have been applied safely, restricted to intended target areas, and have not resulted in unexpected non-target effects.

To document and provide early warning of possible hazardous conditions resulting from possible contamination of water or other non-target areas by pesticides.

To determine the extent, severity and probable duration of any potential hazard that might exist.

**EXPLANATION:**

This practice documents the placement accuracy, amount applied, and any water quality effects so as to reduce or eliminate hazards to non-target species. Monitoring methods include spray cards, dye tracing, and direct measurement of pesticide in or near water. Type of pesticide, type of equipment, application difficulty, public concern, beneficial uses, monitoring difficulty, availability of laboratory analysis and applicable Federal, State and local laws and regulations are all factors considered when developing the monitoring plan.

**EFFECTIVENESS:**

The effectiveness of this practice depends on how well the Forest Service and cooperators implement the monitoring plan.

5.11 PESTICIDE SPILL CONTINGENCY PLANNING



**OBJECTIVE:**

To reduce contamination of water by accidental pesticide spills.

**EXPLANATION:**

The Forest Oil and Hazardous Substances Pollution Contingency Plan prepared by each Forest consist of predetermined actions to be implemented in the event of a pesticide spill. The plan lists who will notify whom and how, time requirements for the notification, guidelines for spill containment, and who will be responsible for clean-up.

**EFFECTIVENESS:**

The effectiveness of this practice depends upon the CO and ER (Forest Service) ensuring that the contractor follows all safe practices recommended on the pesticide labels and follows the Forest Oil and Hazardous Substances Contingency Plan requirements. During the facility operation the Forest Service and cooperators must follow the same requirements.

**5.12 CLEANING AND DISPOSAL OF PESTICIDE CONTAINERS**

**OBJECTIVE:**

To prevent water contamination resulting from cleaning or disposal of pesticide containers.

**EXPLANATION:**

The cleaning and disposal of pesticide containers must be done in accordance with Federal, State, and local laws, regulations, and directives. Specific procedures for the cleaning and disposal of pesticide containers are documented in FSM 2157.3, R-5 Operational Guides for Aerial Application of Herbicides, FSH 2109.12, and State and local laws.

**EFFECTIVENESS:**

Ensure that the contractor and his operators, Forest Service and cooperators follow the directions contained in "EXPLANATION" above.

**5.13 UNTREATED BUFFER STRIPS FOR RIPARIAN AREA AND STREAMSIDE MANAGEMENT ZONE (SMZ) PROTECTION DURING PESTICIDE SPRAYING**

**OBJECTIVE:**

To minimize the risk of pesticide inadvertently entering waters or unintentionally altering the riparian area or SMZ.

**EXPLANATION:**

When spraying pesticides for the purposes of meeting non-riparian area land management objectives, an untreated buffer strip is left alongside riparian areas or SMZ. Factors which may be considered for extending the width beyond the minimums established in Manual direction are beneficial water uses, adjacent land use, rainfall, wind speed, wind direction, terrain, slope, soils and geology. The persistence, mobility, acute toxicity, bio-accumulation, and formulation of the pesticide may also be considered. Equipment used, spray pattern, droplet size, and application height are other important factors.

**EFFECTIVENESS:**

Ensure that the contractor and his operators, Forest Service and cooperators follow the directions contained in "EXPLANATION" above.

**7.4 OIL AND HAZARDOUS SUBSTANCE SPILL CONTINGENCY PLAN**

**OBJECTIVE:**

To minimize contamination of waters from accidental spills.

**EXPLANATION:**

A contingency plan is predetermined organization and action plan to be implemented in the event of a hazardous substance spill. Factors considered for each spill are: the specific substance spilled, the quantity, its toxicity, proximity of spill to waters, and the hazard to life and property.



**EFFECTIVENESS:**

Ensure that the contractor and his operators, Forest Service and cooperators prepare and follow their contingency plan.

**7.5 CONTROL OF ACTIVITIES UNDER SPECIAL USE PERMIT**

**OBJECTIVE:**

To protect surface and subsurface water quality from physical, chemical, and biological pollutants resulting from activities that are under special use permit.

**EXPLANATION:**

Many activities and uses take place on National Forest System lands which are not directly related to Forest Service management activities. Some examples are: electronic sites, highway and railroad rights-of-way, waste water treatment and disposal, solid waste disposal, and power transmission lines. There are other uses which are recognized Forest Service land management activities which are achieved through permits to a public or private agency, group, or individual. Examples of these types of uses are: organization camps, recreation residence tracts, and ski areas.

**EFFECTIVENESS:**

The effectiveness of this practice is dependent upon the Forest's Special Use officer enforcing all special use permittees to comply with the provisions in this practice.

**7.7 MANAGEMENT BY CLOSURE TO USE (Seasonal, Temporary, and Permanent)**

**OBJECTIVE:**

To exclude activities that could result in damages to either resources or facilities resulting in impaired water quality.

**EXPLANATION:**

Closure of a site because of the threat to resource damage after an evaluation of the potential damages is completed. This is usually the last step protective measure.

**EFFECTIVENESS:**

The effectiveness of implementing this practice depends upon an objective and professional evaluation of the potential damages that might occur to the site if it were to remain open to public use.

**TRPA BMP'S CONSIDERED APPROPRIATE FOR THE PROPOSED ACTION**

The general format of this document presents the title of the practice (BMP), the purpose, and the effectiveness. There is a complete discussion of each practice along with detailed drawings in the *WATER QUALITY PLAN FOR THE LAKE TAHOE REGION: VOLUME II HANDBOOK OF BEST MANAGEMENT PRACTICES*, dated November 30, 1988.

**TEMPORARY BEST MANAGEMENT PRACTICES (BMP-T)**

**TEMPORARY CONSTRUCTION SITE BMPs (BMP-TCS)**

*Definition*

Temporary construction site practices are installed at the onset of construction, must remain in place until all construction activity is completed and/or until permanent BMPs are installed.

*Purpose*

To reduce or prevent any erosion and sediment transport from the construction site.

*Effectiveness*

The effectiveness of practices is dependent upon cooperation between construction site personnel and inspectors from the various agencies.

## DEVELOPMENT SITE PLAN

### *Definition*

A site plan identifies the physical features of the site, the location of proposed development, and the location and permanent BMP's.

### *Purpose*

The required site plan provides basic information about the physical characteristics of the site so that development can be situated to minimize impact on the land and to enable water quality protection measures and runoff conveyance measures to be properly located.

### *Effectiveness*

N/A

## GRADING SEASON

### *Definition*

The grading season is from May 1 to October 15. All grading, clearing, and evacuation work must be conducted during this period.

### *Purpose*

To time grading and construction work in order to minimize bare and disturbed soil exposure during the rainy season and winter.

### *Effectiveness*

N/A

## WINTERIZATION

### *Definition*

Winterization is the preparation of the construction for the rainy season and winter.

### *Purpose*

To produce the water quality impacts during the winter months resulting from construction works.

### *Effectiveness*

N/A

## BOUNDARY FENCING

### *Definition*

Boundary fencing is temporary fencing used on the construction site to mark the limits of clearing and grading and to define areas which must be protected.

### *Purpose*

Boundary fencing is used in order to minimize disturbed areas, to protect trees and vegetation, and to prevent any encroachment in stream environment zones, on steep slopes, and on other highly sensitive areas.

### *Effectiveness*

The boundary fencing can be very effective in minimizing the land disturbance during the activities. The key to the effectiveness depends on the skill and cooperation of the equipment operators and the location of the boundary fencing. If the fencing is too close to the construction activities, it will be knocked over and ignored. Protection can save the expense of replacement or restoration.

## STABILIZED CONSTRUCTION ENTRANCE

### *Definition*

A stabilized entrance consists of a pad of crushed stone or gravel located at any point where construction traffic enters or leaves a construction site at a public right-of-way, street, or parking area.

### *Purpose*

To reduce or eliminate the tracking or flowing of sediment off the construction site.

### *Effectiveness*

Stabilization construction entrances and roadways are very effective in preventing sediment transport from the site. These practices are very cost effective because the cost of the subgrade is part of the permanent roadbed.

## DUST CONTROL

### *Definition*

Dust control is the control of wind blown soil or other materials from construction sites and roads.

### *Purpose*

To prevent blowing and movement of dust from bare or disturbed soil surfaces, to reduce on-site and off-site damage, and to reduce health and traffic hazards.

### *Effectiveness*

Vegetative cover is the most effective practice on bare and disturbed areas not exposed to construction traffic. Stone or gravel mulches are very effective when used where the permanent driveway and parking areas are planned. This insures good consolidation of permanent roadbeds before paving. Sprinkling is the least effective of the various practices. Oiling of prepared subgrades has a limited ability to withstand use before break-up.

## PROTECTION OF TREES AND OTHER VEGETATION

### *Definition*

Protection of trees and other vegetation from mechanical and other injury during construction activities.

### *Purpose*

To protect existing vegetation which is the most effective form of erosion control. In addition, to insure the survival of desirable trees and other vegetation that have value for aesthetics, shade, and other reasons.

### *Effectiveness*

The protection of trees and other vegetation can be very effective in minimizing damage or injury during construction activities. The key to effectiveness depends on the skill and cooperation of the equipment operators and the location of the protective fencing. Show fencing is much more effective than rope or flagging because it provides a more obvious physical barrier to equipment operators. Flagging hanging from the tree branches is the cheapest, but also the least effective. Equipment operators will often take short cuts below tree canopies not realizing that the intent of the protection is minimize soil compaction. Protection of trees and vegetation can save the expense of replacement or restoration.

## TEMPORARY SEDIMENT BARRIERS

### *Definition*

Temporary sediment barriers are temporary structures constructed to slow runoff and trap small amounts of sediments.

### *Purpose*

To intercept and detain small amounts of sediment from small disturbed and unprotected areas.

### *Effectiveness*

N/A

## STRAW BALE SEDIMENT BARRIER

### *Definition*

Straw bale sediment barriers are temporary berms, diversions, or other barriers that are constructed of bale straw.

### *Purpose*

Straw bale sediment barriers that are constructed to intercept and detain small amounts of sediment from unprotected areas of limited extent.

### *Effectiveness*

The straw bale sediment barriers are only effective if they are properly installed and in accordance with the design criteria. Sandbags are more effective on paved surfaces than the straw bales, and filter fences are more effective on soil surfaces. The barriers are not effective for use to prevent or check channel erosion.

## FILTER FENCE

### *Definition*

Filter fences are a temporary sediment barrier consisting of filter fabric attached to supporting posts. Usually a wire mesh or similar material is used to help support the fabric.

### *Purpose*

Filter fences are constructed to intercept and detain sediment while decreasing the velocity of runoff.

### *Effectiveness*

The filter fences are only effective if they are properly installed and in accordance with the design criteria. In general, a filter fence can last about twice as long as a straw bale sediment barrier and is more effective in trapping sediments. The greater effectiveness of the filter fence is due to stronger construction, greater depth of ponding, and by allowing fewer soil particles to pass through it.

## STRAW BALE DROP INLET SEDIMENT BARRIER

### *Definition*

Straw bale drop inlet barriers are temporary sediment barriers consisting of straw bales placed around drop inlets.

### *Purpose*

Drop inlet sediment barriers are constructed to prevent sediment from entering the storm drain system in unpaved areas.

### *Effectiveness*

The drop inlet protection devices are only effective if they are properly installed and in accordance with the design criteria. If the bales are not tightly abutted, sediment can freely enter the storm drain system. The straw bale devices are not effective and should not be used on paved streets at curb inlets.

## SANDBAG CURB INLET SEDIMENT BARRIER

### *Definition*

Sandbag curb inlet barriers are temporary sediment barriers consisting of sandbags placed on the uphill side of the inlet and overlapping onto the curb.

### *Purpose*

Curb inlet sediment barriers are used to prevent sediment from entering the storm drain system in paved areas.

### *Effectiveness*

N/A

## FILTER BERM

### *Definition*

A filter berm is a temporary ridge of gravel or crushed rock constructed across a graded driveway.

### *Purpose*

To retain sediment on-site by retarding and filtering runoff while allowing water to be discharged from the site and construction traffic to proceed along the driveway.

### *Effectiveness*

Filter berms are very effective in preventing sediment transport from construction sites. The practice is cost-effective when the berms are located on the permanent roadbeds. The gravel or crushed stone can be used as subgrade material before paving.

## SILTATION BERM

### *Definition*

A siltation berm is a temporary barrier of gravel or crushed rock covered with plastic sheeting constructed around construction sites.

### *Purpose*

To capture and retain runoff from construction sites, to allow sediments to settle out, and to direct runoff water through filter berms at outlets to stabilized drainage ways.



### *Effectiveness*

Siltation berms can be effective if they are properly installed and maintain on relatively flat sites. Filter fences are more effective in situations, except where runoff needs to be directed to certain discharge points.

## **TEMPORARY SOIL STABILIZATION PRACTICES**

### *Definition*

Temporary soil stabilization practices are used to prevent soil erosion and/or enhance short-term vegetation during construction activities or until permanent BMPs, including long-term vegetation, have been installed.

### *Purpose*

To temporarily stabilize bare and disturbed soils, to control soil erosion by protecting the soil surface from raindrop impact, to prevent soil compaction or crusting, to decrease runoff, to control weeds, to increase infiltration, to conserve moisture, and to provide a mulch which enhances vegetation.

### *Effectiveness*

These practices can be very effective for short periods of time. Straw mulch appears to be the most cost effective in the Basin.

## **TEMPORARY SOIL STABILIZATION PRACTICES (NON-VEGETATIVE)**

### **STRAW MULCH**

#### *Definition*

Straw mulch is used as a temporary mulch to protect bare or disturbed soil areas that have not been seeded. Straw mulch can also be considered as a temporary practice when used as a mulch for short-term vegetation, such as, grass seeding on graded right-of-way. However, straw mulch is a permanent practice when used to help establish the long-term or permanent vegetation.

#### *Purpose*

To temporarily stabilize bare and disturbed soils, to protect the soil surface from raindrop impact, to increase infiltration, to conserve moisture, to prevent soil compaction or crusting, to decrease runoff, and to provide a mulch for short-term vegetation if seeded.

#### *Effectiveness*

Straw mulch is very effective if it is kept in place. Anchoring increases the costs, but it is necessary on steep slopes. Although jute matting over straw is very costly, it is one of the most effective treatments for critical areas.

### **HYDROMULCH**

#### *Definition*

Hydromulch is combination of wood fiber and water and is applied hydraulically as a slurry.

#### *Purpose*

To temporarily stabilize bare and disturbed soil, to protect the soil surface from raindrop impact, and to provide mulch for short-term vegetation if the area was seeded.

#### *Effectiveness*

Hydromulch is not effective as a mulch. It is preferable to straw mulch only for limited applications. It can be used very effectively as a tackifier for straw mulch.

### **PINE NEEDLE MULCH**

#### *Definition*

Pine needle mulch is used as a temporary or permanent mulch to protect bare or disturbed areas.

#### *Purpose*

To temporarily stabilize bare and disturbed soils, to protect the soil surface from raindrop impact, to increase infiltration, to conserve moisture, to prevent soil compaction or crusting, to decrease runoff, and to provide a mulch for long-term vegetation if planted.

*Effectiveness*

Pine needles are very effective under natural conditions, and thus, should be just as effective when used as a mulch. Pine needles are less likely to be subjected to wind damage.

## JUTE NETTING

*Definition*

Jute netting is a heavy woven jute mesh with 1-inch by 1-inch spacings. although frequently referred to as jute netting the more appropriate term.

*Purpose*

To hold mulch in place on steep slopes and along drainage ways and to help establish revegetation in critical areas. As a temporary mulching practice over straw, it stabilizes bare and disturbed soils, protects the soil surface from raindrop impact, increases infiltration, conserves moisture, prevents soil crusting or compaction, and reduces erosion caused by overland flow.

*Effectiveness*

Jute netting is very effective in providing soil protection when applied over a mulch and in aiding the establishment of permanent vegetation. The use of jute netting is cost effective on steep slopes and highway cut and fill slopes.

## PLASTIC NETTING

*Definition*

Plastic netting is used to hold mulch in place on steep slopes.

*Purpose*

To hold mulch in place on steep slopes and along drainage ways and to help establish revegetation in critical areas. As a temporary mulching practice over straw, it stabilizes bare and disturbed soils, protects the soil surface from raindrop impact, increases infiltration, conserves moisture, prevents soil crusting or compaction, and reduces erosion caused by overland flow.

*Effectiveness*

Plastic netting is as effective as jute netting and because of its lower cost, it is more cost effective.

## WOOD EXCELSIOR BLANKET

*Definition*

A mat made of interlocking wood excelsior fibers with a paper or plastic mulch net backing on one side only (similar to the material used for evaporative cooler pads).

*Purpose*

To provide a protective mulch on steep slopes and along drainage ways and to help establish vegetation in critical areas. As a temporary mulching practice, it stabilizes bare and disturbing soils, protects the soil surface from raindrop impact, increases infiltration, conserves moisture, prevents soil crusting or compaction, and reduces erosion caused by overland flow.

*Effectiveness*

Wood excelsior blankets are very effective in providing soil protection and in aiding the establishment of vegetation. They can be as cost effective as jute and straw on steep slopes and more cost effective on graded construction sites because of easier installation.

## EROSION CONTROL BLANKETS OR GEOTEXTILES

*Definition*

Erosion control blankets or geotextiles is a generic name given to support and filter fabrics that are placed in contact with the soil.

*Purpose*

To provide a protective mulch on steep slopes or along drainage ways and to help establish vegetation in critical areas. As a temporary mulching practice, it stabilizes bare and disturbed soils, protects the soil conserves moisture, prevents soil crusting or compaction, and reduces erosion caused by overland flow. As a channel liner, it minimizes channel erosion by restraining the soils from movement while allowing free passage of water along the plane of the fabric.

*Effectiveness*

Erosion control blankets are very effective in providing soil protection and in aiding the establishment of vegetation. They can be as cost effective as jute and straw on steep slopes and more cost effective on graded construction sites because of easier installation.

## LOTS FEIS

### CHEMICAL MULCHES AND TACKIFIERS

#### *Definition*

A tackifier is a gluey substance used to help hold down mulches, particularly straw and wood fiber. Chemical mulches are organic or plastic substances sprayed on soils from a crust.

#### *Purpose*

To provide temporary soil stabilization and dust controlled by "tacking" fibers to slopes or forming a crust on the soil surface.

#### *Effectiveness*

N/A

### BMP-TD TEMPORARY RUNOFF CONTROL (DIVERSIONS) ON SLOPES

#### *Definition*

Temporary diversion practices divert surface runoff away from disturbed and bare and direct it to a stable outlet.

#### *Purpose*

To divert the flow of surface runoff away from bare and disturbed slopes.

#### *Effectiveness*

The diversion practices are only effective if they are properly installed and in accordance with the design criteria. These practices are designed to be effective only during the grading season or until permanent BMPs are installed or the disturbed areas stabilized.

### TEMPORARY RUNOFF CONTROL (DIVERSIONS) ON SLOPES (BMP-TD)

#### DIVERSION DIKE

#### *Definition*

A temporary ridge of compacted soil constructed immediately above new cut or fill slopes and installed with sufficient grade to divert runoff away from bare, exposed slopes.

#### *Purpose*

To intercept overland flow from upslope areas and divert it away from newly constructed, unstabilized, unprotected, or recently seeded slopes to a stable outlet.

#### *Effectiveness*

The dikes are only effective if they are properly installed and in accordance with the design criteria. The dikes should not be used to divert channel flows.

### TEMPORARY RUNOFF CONTROL (DIVERSIONS) ON SLOPES (BMP-TD)

#### PERIMETER DIKE

#### *Definition*

A temporary ridge of compacted soil constructed along the perimeter of the construction site or disturbed areas.

#### *Purpose*

To prevent off-site runoff from entering the disturbed area and to convey sediment laden runoff from on-site to a sediment trap or basin.

#### *Effectiveness*

The dikes are only effective if they are properly installed and in accordance with the design criteria. The dikes should not be used to divert channel flows.

### INTERCEPTOR DIKE

#### *Definition*

A temporary ridge of compacted soil constructed across disturbed areas or graded rights-of-way.

#### *Purpose*

To shorten the length of exposed slopes and reduce the erosion potential by intercepting runoff and diverting it to a sediment trap or basin.

*Effectiveness*

The dikes are only effective if they are properly installed and in accordance with the design criteria. The dikes should not be used to divert channel flows.

**TEMPORARY AND/OR PERMANENT SEDIMENT RETENTION STRUCTURES****SEDIMENT TRAP***Definition*

A sediment trap is a small temporary or permanent basin formed by an embankment and/or excavation designed to intercept the runoff from a drainage area of less than 5 acres.

*Purpose*

To intercept small quantities of sediment-laden runoff generated during construction activities and to trap and retain the sediment in order to protect streams, drainage ways, storm drains, properties, and rights-of-way from sedimentation.

*Effectiveness*

When properly designed, constructed, maintained, temporary sediment retention structures are very effective in removing a significant quantity of both fine and coarse textured sediment from storm runoff. Sediment traps are only effective in coarse sediment removal. The efficiency of sediment trapping is dependent upon soil type. Fine textured soils, such as clays, do not settle out easily once they are suspended in water and thus, require large basins. Because of cost, space limitations on construction sites and in developed areas, it is usually not feasible to construct a structure with a 100 percent trapping efficiency. Thus, sediment retention structures are typically designed with a removal efficiency of 50 to 75 percent.

**PERMANENT BEST MANAGEMENT PRACTICES****PERMANENT SLOPE STABILIZATION PRACTICES (BMP-RS0)****RETAINING STRUCTURES***Definition*

A retaining structure refers to a wall or other structure placed at the toe of an over-steepened slope.

*Purpose*

To stabilize a slope against mass-movement, to protect the toe or face of a slope against scour and erosion by storm runoff, and to allow flattening above for revegetation purposes.

*Effectiveness*

Retaining structures are very effective in preventing soil erosion from over-steepened slopes. They are most effective when used in combination with vegetative practices.

**PERMANENT SLOPE STABILIZATION PRACTICES (BMP-RS)****RETAINING STRUCTURES (BMP-RS)****ROCK RETAINING WALL***Definition*

A rock retaining wall is a low wall constructed with irregular shaped rock stacked at the toe of an over-steepened slope. Commonly referred to as rock breast walls, gravity walls, or toe walls.

*Purpose*

To stabilize a slope against mass-movement, to protect the toe or face of a slope against scour and erosion by storm runoff, and to allow flattening above for revegetation purposes.

*Effectiveness*

Rock retaining walls are very effective in preventing soil erosion from over-steepened slopes. They are most effective when used in combination with vegetative practices. Rock retaining walls are more cost-effective than gabions, and more aesthetically pleasing.



## LOTS FEIS

### ROCK RIPRAP

#### *Definition*

Rock riprap is a layer of loose rock or aggregate placed over an erodible soil surface.

#### *Purpose*

To protect the soil surface and provide slope stabilization on over-steeped slopes.

#### *Effectiveness*

Rock riprap is effective in preventing soil erosion from over-steepened slopes. Riprap is most effective when used in combination with long-term vegetative practices. The high cost of hauling hauling rock reduces the cost-effectiveness of this practice.

### SUBSURFACE DRAIN

#### *Definition*

A system of drain tiles, pipes, or tubing installed beneath the ground surface to intercept and collect groundwater seepage exposed on cut slopes during construction or on other areas of groundwater seepage.

#### *Purpose*

To intercept groundwater seepage, to conduct intercepted water to a stable discharge, and to prevent sloughing or mass wasting of slope due to seep areas.

#### *Effectiveness*

Subsurface drains can be very effective in de-watering seep areas. However, vegetative is more cost-effective if it can provide adequate control.

### INTERCEPTION TRENCH OR WATERBARS

#### *Definition*

An interception trench is a permanent man-made channel constructed along slope contours or on top of cut slope.

#### *Purpose*

To decrease the uninterrupted slope length, to intercept surface runoff from the slope face and convey it to stable outlets at non-erosive velocities, and to reduce the erosion potential of concentrated surface runoff.

#### *Effectiveness*

The interception trenches are only effective if they are properly installed and in accordance with the design criteria. The trenches should not be used to divert channel flows.

### INFILTRATION SYSTEMS (BMP-IS)

#### INFILTRATION TRENCH

#### *Definitions*

An infiltration trench is a shallow rock- or gravel-filled trench located at the drip line of roofs or adjacent to other impervious surfaces, such as, paved driveways and parking areas.

#### *Purpose*

To infiltrate and percolate runoff from impervious surfaces and to prevent erosion of the soil surface which would be caused by such runoff.

#### *Effectiveness*

Infiltration systems are only effective if they are properly installed, maintained, and in accordance with the design criteria. The cost of these practices for new structures should be less than that for connecting to storm drain systems. The cost of effectiveness of these practices is questionable because of the frequent maintenance required because of the siltation. These structures are not effective in areas with a high groundwater table.

## VEGETATIVE SOIL STABILIZATION PRACTICES (BMP-VSSP)

### BMP-VSSP RECOMMENDED GRASS SPECIES

#### APPROVED GRASS SPECIES

##### *Definition*

The TRPA-approved grass species for the Tahoe Basin include native and adapted perennial grasses.

##### *Purpose*

To provide short-term stabilization and/or long-term stabilization.

##### *Effectiveness*

Grass seeding is a very effective way to establish a ground cover. Grass species are very cost effective because of their low cost and ease of seeding. Hydro-seeding has had limited success in the Tahoe Basin. However, hydro-seeding may be cost effective in certain situations, depending on the scale or magnitude of the operation.

#### APPROVED SHRUB SPECIES

##### *Definition*

The TRPA-approved shrub species for the Tahoe Basin includes native and adapted shrubs.

##### *Purpose*

To provide long-term or permanent stabilization.

##### *Effectiveness*

The establishment of shrub species is a very effective practice to stabilize the soil and to prevent erosion. Mulches are a very cost effective way to help establish shrubs because they stabilize the soil and increase the moisture available to shrub roots.

#### APPROVED TREE SPECIES

##### *Definition*

The TRPA-approved tree species for the Tahoe Basin consists of native trees.

##### *Purpose*

To provide long-term or permanent stabilization.

##### *Effectiveness*

The establishment of trees is a very effective practice to stabilize slopes and to prevent erosion. Mulches are a very cost effective way to help establish trees because they stabilize the soil and increase the moisture available to tree roots.

#### APPROVED FLOWER AND LEGUME SPECIES

##### *Definition*

The TRPA-approved flower and legume species includes native and adapted herbaceous plants other than grasses.

##### *Purpose*

To add color to the landscape and legumes can add nitrogen to the soil. Both provide some soil stabilization.

##### *Effectiveness*

Seeding with flower species is not a cost effective way to establish a ground cover. Flower seed is the most expensive component of seed mixes. Flowers and legumes do provide some color to the landscape and are aesthetically more pleasing than grass landscapes.

#### BMP-VSSP WOOD CHIP AND BARK MULCHES

##### *Definition*

Wood chips and bark mulches are used as a permanent mulch to protect landscape areas which have not been seeded. Bark mulches are usually used around tree and shrub plantings.

*Purpose*

To protect the soil surface from raindrop impact, to increase infiltration, to conserve moisture around tree and shrub plantings, to prevent soil compaction or crusting, and to decrease runoff.

*Effectiveness*

Wood chip and bark mulches deteriorate slower than the wood fiber in hydro-mulches and, therefore, retain their effectiveness longer. Wood chips and bark are heavier than straw and less subject to removal by wind.

**FERTILIZER MANAGEMENT**

*Definition*

Fertilizer management, when fertilization is necessary, is the careful application of fertilizers in order to prevent any excess from reaching the surface and ground waters of Lake Tahoe.

*Purpose*

To obtain complete and early establishment of plants when revegetating or landscaping, to maintain the health and vigor of vegetation, to promote nutrient uptake by plants, and prevent excess nutrients from reaching the surface and ground waters of Lake Tahoe.

*Effectiveness*

Use of fertilizer is usually necessary to achieve early and complete establishment of plants when revegetating or landscaping. Overuse is harmful. Fertilizer management is extremely effective in reducing the input of nutrients to Lake Tahoe. Minimizing the use of fertilizers can reduce the amount of nutrients entering Lake Tahoe by either surface or ground waters.

**IRRIGATION**

*Definition*

Irrigation is the application of additional water to newly seeded areas and to planted trees and shrubs.

*Purpose*

To improve plant establishment and to ensure plant survival during the first growing season.

*Effectiveness*

Irrigation is a very cost effective way to help establish vegetation. The decision to irrigate or not is usually based on the economics of reseeding or replanting versus the cost of irrigation. However, the damage which could occur if an area is not immediately revegetated is more costly than the cost of watering. Thus, irrigation is recommended for most sites in order to promote rapid plant establishment and to prevent potential erosion from an unprotected area. For sites where water is not available on site, large tanks can be temporarily used for the irrigation season.

**SHOREZONE PRACTICES**

**PROTECTION OF SHOREZONE VEGETATION**

*Definition*

Protection of vegetation of the interface between the backshore and foreshore zones during any projects or activities in the shorezone.

*Purpose*

To protect existing vegetation which is the most effective form of erosion control. In addition, to insure the survival of vegetation which has value for aesthetics, shade, fish and wildlife habitat, and other reasons.

*Effectiveness*

The protection of vegetation is the most effective form of erosion control. Vegetation prevents erosion and, thus, the protection of it should be the highest priority. The key to the effectiveness depends on the skill and cooperation of the equipment operators and the location of the protective fencing. Snow fencing is much more effective than rope or flagging because it provides more obvious physical barrier to equipment operators. Flagging is the cheapest, but also the least effective.

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# Appendix D



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TRUCKEE RIVER HYDROLOGIC UNIT  
PROJECT GUIDELINES FOR EROSION CONTROL

In the interest of protecting surface water quality from unnatural or accelerated erosion caused by land development, the following guidelines shall be followed:

1. Surplus or waste material and/or fill of earthen material shall not be placed in drainage ways or within the 100-year flood plain of any surface water of the Truckee River Hydrologic Unit.
2. All loose piles of soil, silt, clay, sand, debris, or other earthen materials should be protected in a reasonable manner to prevent the discharge of these materials to waters of the State.
3. After completion of a construction project, all surplus or waste earthen materials should be removed from the site and deposited in an approved disposal location or stabilized onsite.
4. Dewatering should be done in a manner so as to eliminate the discharge of earthen materials from the site.
5. Land disturbance associated with project construction is prohibited between October 15th and May 1st. For projects taking one construction season, erosion control measures are to be effective prior to the onset of winter. For projects taking longer than one season, complete winterization is required.
6. Where possible, existing drainage patterns should not be significantly modified.
7. Drainage swales disturbed by construction activities should be stabilized by appropriate soil stabilization measures to prevent erosion.
8. All non-construction areas should be protected by fencing or other means to prevent unnecessary disturbance.
9. During construction, temporary gravel, hay bale, earthen, or sand bag dikes and/or nonwoven filter fabric fence should be used as necessary to prevent discharge of earthen materials from the site during periods of precipitation or runoff.
10. Runoff from impervious surfaces shall be treated or contained onsite for up to and including a 20-year, 1-hour storm. A 20-year, 1-hour storm would drop 0.7 inches of rain in the California portion of the Truckee River Basin. Runoff leaving the project site must meet specific constituent levels prior to discharge to storm drainage systems or natural watercourses.

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Projects Guidelines continued

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11. Revegetated areas should be continually maintained in order to assure adequate growth and root development. Erosion control facilities should be installed with a routine maintenance and inspection program to provide continued integrity of erosion control facilities.
12. Waste drainage waters in excess of that which can be adequately retained on the property should be collected before such waters have a chance to degrade, and should be treated, if necessary, before discharge from the property.
13. Where construction activities involve the crossing and/or alteration of a stream channel, such activities require a prior written agreement with the California Department of Fish and Game and should be timed to occur during the period in which stream flow is expected to be lowest for the year.



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